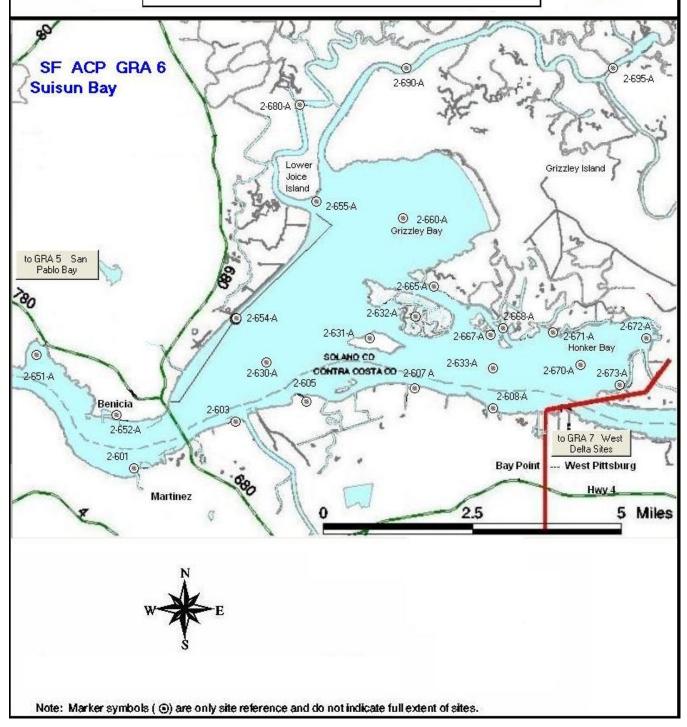


### SF Geographic Response Area (GRA) 6 Carquinez Strait and Suisun Bay Ecologically Sensitive Sites and Resources at Risk





### Section 9846 - GRA 6 Suisun Bay

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Section 9846.3 Economic Sites

Section 9846.4 Shoreline Operational Divisions

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## **GRA 6 Site Index/Response Actions**

Site ID	Priority	Site Name	Assignment	Date/Time	Date/Time
				Required	Completed
2-601		Martinez Marsh and Shell Dock Marsh			
2-603		Bulls Head Marsh and Pacheco Creek			
2-605		Hastings Slough & Pt Edith Marshes			
2-607		Weapons Station Marshes & Seal Isl			
2-608		Shore Acres Marsh			
2-630		Suisun Shoal			
2-631		Roe Island			
2-632		Ryer Island			
2-633		Middle Ground Island			
2-651		Southampton Bay			
2-652		Benicia Marsh			
2-654		Goodyear Marsh			
2-655		Joice Island, Suisun Slough, and Montezuma Slough			
2-660		Grizzly Bay			
2-665		Simmons Island			
2-667		Freeman & Snag Islands			
2-668		Dutton Island			
2-670		Honker Bay			
2-671		Honker Bay West - Wheeler Isl Shore			
2-672		Honker Bay North - Spoonbill Ck and Van Sickle Island			
2-673		Honker Bay East - Chipps Island Shore			
2-680		Suisun Marsh West: Suisun Slough Drainage			
2-690		Suisun Marsh Central: Grizzly Isl			
2-695		Suisun Marsh North: Denverton / Nurse Slough Drainage			

### Summary of GRA 6 Suisun Bay Response Resources by Site and Sub-Strategy

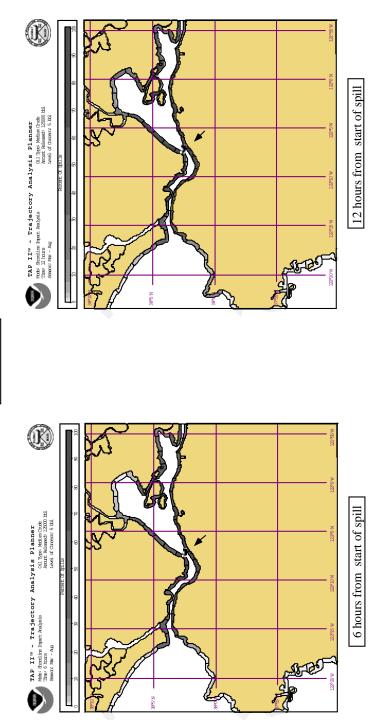
Site	Site Name	
sub-	PREVENTION OBJECTIVE OR CONDITION FOR DEPLOYMENT	
strategy	PREVENTION OBJECTIVE OR CONDITION FOR DEPLOTMENT	
	r Swamp Other Sorbant Anchoring Boom Skiff Skimmer Special Equipment (and notes)	deploy Staff to
Boom		staff tend
<u>2-601</u>	Martinez Marsh	alı analina
.1 -	Primary: on the flood tide, exclusion booming mouth Alhambra Creek, other tidal channels, and protect nearly 250 1300 1 1/12#+/ anchor & stakes 0 1 boat capable of shallow grounding	
2 -	250 1300 1 1/12#+/ anchor & stakes 0 1 boat capable of shallow grounding  Deflection for the ebb tide, deflect oil away from and past Alhambra Creek & marsh with boom from old ferry	2 slin
• <b>-</b> 600	1 1/22+/danforth + 20' chain 1 0	3
.3 -	Deflection for the Flood Tide: deflect away from Martinez shore	
2000	4 4/22+/danforths 3 1	11
.4 -	Protection Shoreline Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protection	ective boom
0	8500 9 9/12/danforths & stakes 3 3 bboats - very shallow, strandable.	15
<u>2-603</u>	Bulls Head marsh and Pacheco Creek	44005
.1 -	Exclude oil from entering Pacheco Creek, Peyton Slough and four other tidal channels on flood currents Rv 0	
1100	400 1000 19 4/22+ & 5/12+/danforths + chai 1 2 bboat: strandable, shallow water, stakes  For flood tides, deflect oil to collection site in Pacheco Creek on Avon refinery shoreline to prevent oil spread	7 I to other mar
1700	2500 300 5 5/22+/danforth + chain 2 2 1 SSS stakes, bboat: strandable, shallow water	8
.3 -	Marsh front protective booming: If there is threat of heavy oiling and saturation of the marsh front, and when	such use wil
9000	14 3 1	11
.4 -	Collection/ containment of upstream threats: If oil is moving down Pacheco Slough from an inland spill, deplo	oy a containm
0	1600 6 6/12+ and stakes 1 1 SSS	3
.5 -	Back-up for .1 exclusion in case of over-wash threat	
	1400 0 0 0 0 0 0 0 0 0	
<u>2-605</u>	Hastings Slough & Point Edith Marshes  Exclude oil from Hastings Slough and tidal channels to prevent oil from being carried into marsh on flood tide	es Revised O
1500	1100 2300 38 5/22+ & 11/12+ danforth, 22 st 2 6 bboat: shallow, strandable. Stakes	18
.2 -	Deflect oil away from shoreline for sites 2-605 and 2-607 on flood tide.	
2400	6 5/22+/danforths + 20'chain 3 0	9
.3 -	Back-up of Exclusion booming of .1 strategy for wave conditions: if waves or chop is likely to wash oil over b	oom.
0	2300 1000	
.4 -	Marsh front protective booming: If there is threat of heavy oiling and saturation of the marsh front, and when	
<sup>7000</sup> <b>2-607</b>	10 10/22+/danforths 4 2 bboats: very shallow, groundable.  Weapons Station Marshes & Seal Islands	14
<del>2-00/</del> 1 -	Exclusion booming of four Sloughs.	
••••••	1150 900 14 4/12+/danforth & 10 stakes 0 1	2
.2 -	diversion booming on Flood tide: Execute 2-605.2 divert out of channel and away from sites 2-605 & 2-607	
0	0 0 0 0 0 0 0	
.3 -	Exclusion of Sloughs by sediment dike.	
0	0 0 0 0 0 0 2 skiploader & dump truck	
<u>2-608</u>	Shore Acres Marsh	
.1 -	Exclude oil from small tidal channels which admit oil to back marsh. Close dead-end sloughs to reduce oil ma	argin impacts
.2 -	500 500 10 10/3/danforths & stakes 1 1  Deflect oil away from shoreline and into main channel. Deflect any by-passing oil to shore capture/collection.	
3000	18 18/22#+ danforths + 15' chains 3 2 1 SSS	11
.3 -	Marsh front protective booming: If there is threat of heavy oiling and saturation of the marsh front, and when	usch use wil
8000	10 10/22+/danforths & stakes 4 2	16
<u>2-630</u>	Suisun Shoal	
.1 -	Haze birds off exposed bar: Only at direction of Wildlife Branch Chief	
0	1 4 hazinf devicies on flosting platforms	2
<u>2-631</u>	Roe Island	
.1 -	Exclude oil from entering tidal channels and penetrating interior of island.	
.2 -	600 300 6 3/12#+/danforths & stakes 0 1 very shallow boat, draft airboat or hovercraft &  Deflect booming at west end of island.	2
3000	7 7/75+/danforth + 20 heavy chai 3 1	9
2-632	Ryer Island	
.1 -	Exclude oil from entering east section of Island though levee breaks and penetrating the west section interio	r via tidal inle
2200	1700 3000 30 15/22#+& 15/5#+/danforth, 80 4 3 1 very shallow draft boats & 18 flags	18
.2 -	Deflect oil away from seal haulout at northwest tip.	
400	4 4/22+/danforhts + 20'+ chain	3
.3 -	Reducing south shore impacts by closing barrow channel inlets.	
2 622	3000 5 5/12+/ anchors + 40 stakes 1 1 boats - very shallow draft  Middle Crossed Lidar d	4
<b>2-633</b>	Middle Ground Island	

Name   Strategy   St	Site	Site Name	
Insertice   Security	sub-	PREVENTION OBJECTIVE OR CONDITION FOR DEPLOYMENT	
Boom		Swamp Other Serbant Anchoring Ream Skiff Skimmer Special Equipment (and notes)	donlov Staff to
1. Filodo tide deflection if oil threatens from SW: only when other larger sites are assured protection 2. Filodo tide deflection if oil threatens from NW: only when other larger sites are assured protection 3. Southhampton May 4. Protection Boay 4. Protective booming of marshy exposure. The main focus of protection should be the inner marsh. 5. Southhampton May 5. Southhampton May 5. Southhampton May 6. Southhampton May 6. Southhampton May 7. Protective booming of marshy exposure. The main focus of protection should be the inner marsh. 6. South Marsh 7. Southern Marsh 7. Southern Marsh 8. Exclusion boom tidal inlets. 9. South Marsh 1. Exclusion boom tidal inlets. 9. South Marsh 1. Exclusion boom tidal inlets. 9. South Marsh 1. Southern Mar	_	,	staff tend
1.00   100   4 4/224 sindrems & chains   2   1   1   100   100   7   2   1   100   100   4 4 1/124 sindrems & chains   2   1   2   7   2   2   2   2   2   2   2   2	.1 -		
1   1000   1000   4   4/12-developine à suissee   1   2   7   7   2-651   Nouthhampton Bay   2   32-24-5640ms   2   8   8   8   9   8   9   9   9   9   9	1500		8
2-651 Southhampton Bay 1-0-0 Flood tide, deflect boom past the site on the current contour line. 2-0-1 Protective booming of marshy exposure. The main focus of protection should be the inner marsh. 3-0-1 Shoreline containment and recovery. The main focus of protection should be the inner marsh. 3-0-1 Shoreline containment and recovery. The main focus of protection should be the inner marsh. 3-0-1 Shoreline containment and recovery with shoreside skimming 3-0-1 Shoreline containment and shore shore with shoreside skimming 3-0-1 Shoreline containment and shore shore with shoreside skimming 3-0-1 Shoreline containment and shore shore with shoreside skimming 3-0-1 Shoreline shore	.2 -		
1. on Pilodot dide, deflect boom past the site on the current contour line.    20	0	1500 4 4/12+/danforhs & stakes 1 2	7
1. on Pilodot dide, deflect boom past the site on the current contour line.    20	2-651	Southhampton Bay	
2	.1 -		
3   Shoreline containment and recovery with shoreside skimming   3   Shoreline containment and recovery with shoreside skimming   3   Shoreline containment and recovery with shoreside skimming   4   4   4   4   4   4   4   4   4	1200	3 3/22+/danforths + chain 2	6
Second   S	.2 -	Protective booming of marshy exposure. The main focus of protection should be the inner marsh.	
2-652 Benicia Marsh 1			13
2-652 Benicia Marsh 1	-	•	
1			4
2	<u>2-652</u>		
Protective booming of entire marsh front: When heavy or continuous re-oiling is emminant and deployment will not prec	.1 -		
2-654 Goodwear Marsh			
2.654   Condivery Marsh   1   Exclude oil from all tidal sloughs, inlets, and Sulfur Springs Creek to keep oil out of back marsh.   1   1   Exclude oil from all tidal sloughs, inlets, and Sulfur Springs Creek to keep oil out of back marsh.   2   2   Deflect to collection: When heavy oiling/reciling is a threat on incoming tide with a southery wind, intercept along show the state of the state			
1			0
0   1000   3   3549+ anchor and states   1			
2   Deflect to collection: When heavy oiling/reciling is a threat on incoming tide with a southerly wind, intercept along short   1400   100   4   422-46antoms à table   2   2   2   2   2   2   2   2   2			2
100   1400   100   14 At 224-danforth's chain & stalk   2   2   2   2   5   5   5   5   5   6   5   7   7   7   7   7   7   7   7   7			along shore o
Protection booming if oil continues to threaten marshfront, deploy protective booming as recommended in SF Inlet Stude   28   20   2000   20	1000		8
2-655  Joice Island, Suisun Slough, and Montezuma Slough 1 - Exclude from minor and major sloughs: deflect to collection Suisun and Montezuma Slough mouths and chevron exclusion and solution of the march of the march front, deploy protective booming of undiked tip of Joice Island 9000	.3 -		F Inlet Study
1	0	27000 20 20/12+/danforth & stakes 8 2 Bboats: very shallow draft	28
30   80   9/22+/danforths + chain   6   2   2   SFS or   14	2-655	Joice Island, Suisun Slough, and Montezuma Slough	
Second   Protective booming of undiked tip of Joice Island   9000	.1 -	Exclude from minor and major sloughs: deflect to collection Suisun and Montezuma Slough mouths and che	vron exclusio
2-660 Grizzly Bay Protective booming of northeast prograding marsh 1000 2-660 Grizzly Bay Protective booming of northeast prograding marsh 1000 2-660 Selection at Pt. Buckler. Keep oil in the Suisun Cut channel and imped it from moving across Grizzly Bay. 1000 0 0 0 2 2284/danforth & chain 12 2 1-665 Simmons Island 1- Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas. 15 2284 danforth & CHAIN 4 2 2 SSS 3500° of line 16 16 16222-danforth & CHAIN 4 2 2 SSS 3500° of line 16 17 2 Exclude oil from entering barrow channels and slough entrances. 1500 1556 16 16 16222-danforth & chain 2 4 very sallow craft, airboat, hovercraft etc. 15 15 2 Freeman & Snag Islands 1 - Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage 15000 15000 15 anchors and stakes 10 6 2 hovercraft/airboat; 4 very shallow Bboat 44 1- Exclude oil from entering openings to perimeter barrow channel and interior channels of Freeman Island. 1000 15 8 SW winds, divert oil past windward pockets to minimize shore oiling for Freeman 181 and. 1000 15 8 SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Islands 1000 15 8 SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island. 1000 15 8 SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island. 1000 15 8 SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island. 1000 15 8 SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island. 1000 15 8 SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island. 1000 15 8 SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island. 1000 15 8 SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island. 1000 15 8 SW winds, divert oil past windward pockets to mi	3700		14
2-660 Grizzly Bay 1. 1 - Protective booming of northeast prograding marsh 2-8 26/224/danforth + chain 12 2 40 2-10 Deflection at Pt. Buckler. Keep oil in the Suisun Cut channel and imped it from moving across Grizzly Bay. 30 0 0 0 2 228+/danforth & chain 1 0 0 0 shallow draft boom boat - grounding capable 3 2-665 Simmons Island 2-666 Simmons Island 2-667 Freeman & Simmons Island 2-668 Dillon Island 2-668 Dillon Island 2-668 Simmons Island 2-6688 Simmons Is	.3 -	Protective booming of undiked tip of Joice Island	
1	9000	15 15/22+/danfroths + chain 10 2	30
2 - Deflection at Pt. Buckler. Keep oil in the Suisun Cut channel and imped it from moving across Grizzly Bay.  300 0 0 0 0 2 2 22#4/danforth & chain 1 0 0 0 shallow draft boom boat - grounding capable 3  2-665	<u>2-660</u>		
2-665 Simmons Island  Collection at Pt. Buckler. Keep oil in the Suisun Cut channel and imped it from moving across Grizzly Bay.  2-665 Simmons Island  Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.  Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.  Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.  Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.  Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.  Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.  Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.  Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.  Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert divert are collection areas.  Collection Collection Exclusion of the marsh from the marsh from the collection areas.  Collection Collection Exclusion of the marsh from the marsh from the collection areas.  Collection Collection Exclusion Cutoff the Collection Exclusion of the marsh from the marsh from the collection areas.  Collection Collection Collection Exclusion Cutoff, divert oil threat from Exclusion Collection Exclusion Cutoff the Collecti	-		
2-665 Simmons Island 1 - Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas. 4000 15 22#+ danforth & CHAIN 4 2 2 SSS 3500 of line 16 2 - Exclude oil from entering barrow channels and slough entrances. 1500 1550 16 16/22*/danforth + chain 2 4 very sallow craft, airboat, hovercraft etc. 15 3 - Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage 10000 15000 15 anchors and stakes 1 2 chiver oil threat from west (Suisun Cut) past windward pockets to minimize shore oiling for Freeman and Snag Islands 2 - divert oil threat from west (Suisun Cut) past windward pockets to minimize shore oiling for Freeman and Snag Islands 3 - Deflection for S & SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Islands 3 - Deflection for S & SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island 12000 10 0 0 0 0 9 22*/danforth & stakes 2 0 0 0 0 0 0 9 9 22*/danforth & stakes 2 0 0 0 0 0 0 0 9 9 22*/danforth & stakes 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			40
2-665 Simmons Island 1 Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.  4000 15 22#+ danforth & CHAIN 4 2 2 SSS 3500 of line 16  Exclude oil from entering barrow channels and slough entrances.  1500 155( 16 16/22+/danforth + chanin 2 4 very sallow craft, airboat, hovercraft etc. 15  3 Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage 10000 15000 15 anchors and stakes 10 6 2 hovercraft/airboat; 4 very shallow Bboat 44  2-667 Freeman & Snag Islands  Exclude oil from entering openings to perimeter barrow channel and interior channels of Freeman Island.  1200 250 8 8/12+/danforths & stakes 1 2 7  2 divert oil threat from west (Suisun Cut) past windward pockets to minimize shore oiling for Freeman and Snag Islands  2 so Deflection for S & SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island.  2800 0 0 0 9 22+/danforths 2 stakes 2 6  3 Deflection for S & SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island.  2800 0 0 0 9 22+/danforths 3 stakes 5 3 0 0 0 0 9  2-668 Dutton Island  1 Exclude oil from entering barrow channels and slough entrances.  0 2500 12  2-668 Dutton Island  1 Exclude oil from entering barrow channels and slough entrances.  1500 7 22#+ danforths & heavy chain 2 1 1 SSS extra line for scope 8  3 Portective booming of shoreline: When prevailing wind and oil threatens to overwhelm these measures, exclusion boom 0 6000 6 6/22+/danforths & stakes 6 3 hovercraft/airboat; very shallow draft Bboats 18  2-670 Honker Bay  1 Owed Skimming a rrays.  2 diversion to collection if heavy oil is approaching the shore, divert the oil to collection areas.			
- Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.    400			3
4000	<u>2-003</u> 1 -		
Exclude oil from entering barrow channels and slough entrances.   1500   155(   16 16/22+/danforth + chanin   2   4   very sallow craft, airboat, hovercraft etc.   15   15   16   16/22+/danforth + chanin   2   4   very sallow craft, airboat, hovercraft etc.   15   15   16   16   16   16   16   16	4000		16
1500 1550 1550 1550 1550 1550 1550 1550			10
- Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage 10000 15000 15 anchors and stakes 10 6 2 hovercraft/airboat; 4 very shallow Bboat 44  2-667 Freeman & Snag Islands - Exclude oil from entering openings to perimeter barrow channel and interior channels of Freeman Island Exclude oil from entering openings to perimeter barrow channel and interior channels of Freeman Island Exclude oil from entering openings to perimeter barrow channel and interior channels of Freeman Island 20 8 8/12±/danforths & stakes 1 2 7  - divert oil threat from west (Suisun Cut) past windward pockets to minimize shore oiling for Freeman - 1300 6 6/22±/danforths & stakes 2 6  - 3 - Deflection for S & SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island 2600 0 0 0 0 9 9 22±/danforths & stakes 2 9  - 4 - Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage 4000 13000 18 18/22±/danforth & stakes 5 3 21  2-668 Dutton Island - Exclude oil from entering barrow channels and slough entrances 0 2500 12  - Exclude by Diversion to Collect at shore line: If heavy oil is threatening Honker Bay and shorelines - 1500 7 22#+ danforths & heavy chain 2 1 1 SSS extra line for scope 8  - 3 - Portective booming of shoreline: When prevailing wind and oil threatens to overwhelm these measures, exclusion boom 0 6000 6 6/22±/danforths & stakes 6 3 hovercraft/airboat; very shallow draft Bboats 18  2-670 Honker Bay - 1 - Skimming to intercept oil approaching the bay with towed skimming arrays.	1500		15
2-667 Freeman & Snag Islands  1 - Exclude oil from entering openings to perimeter barrow channel and interior channels of Freeman Island.  1200 250 8 8/12+/danforths & stakes 1 2 7  2 - divert oil threat from west (Suisun Cut) past windward pockets to minimize shore oiling for Freeman  1300 6 6/22+/danforths & stakes 2 6 6  3 - Deflection for S & SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island.  2600 0 0 0 9 22+/danforths 3 3 0 0 0 0 9  4 - Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage 4000 13000 18 18/22+/danforth & stakes 5 3 21  2-668 Dutton Island  1 - Exclude oil from entering barrow channels and slough entrances.  0 2500 2500 12  2 - Exclude by Diversion to Collect at shore line: If heavy oil is threatening Honker Bay and shorelines  1500 7 22#+ danforths & heavy chain 2 1 1 SSS extra line for scope 8  3 - Portective booming of shoreline: When prevailing wind and oil threatens to overwhelm these measures, exclusion boom 0 6000 6 6/22+/danforths & stakes 6 3 hovercraft/airboat; very shallow draft Bboats 18  2-670 Honker Bay  1 - Skimming to intercept oil approaching the bay with towed skimming arrays.  800 700 4 0 2 towed ski 15  diversion to collection if heavy oil is approaching the shore, divert the oil to collection areas.			m coverage,
Exclude oil from entering openings to perimeter barrow channel and interior channels of Freeman Island.   1200   250   8   8/12+/danforths & stakes   1   2   7	10000	15000 15 anchors and stakes 10 6 2 hovercraft/airboat; 4 very shallow Bboat	44
Exclude oil from entering openings to perimeter barrow channel and interior channels of Freeman Island.   1200   250   8   8/12+/danforths & stakes   1   2   7	2-667	Freeman & Snag Islands	
divert oil threat from west (Suisun Cut) past windward pockets to minimize shore oiling for Freeman	.1 -	Exclude oil from entering openings to perimeter barrow channel and interior channels of Freeman Island.	
1300 6 6/22+/danforths & stakes 2 6 9 Potention for S & SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island.  2600 0 0 0 0 9 22+/danforths 3 0 0 0 0 9 9 22+/danforths 3 0 0 0 0 0 9 9 22+/danforths 8 stakes 5 3 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1200		7
Dutton Island    Secondary	.2 -	divert oil threat from west (Suisun Cut) past windward pockets to minimize shore oiling for Freeman	
2600 0 0 0 0 9 22+/danforths 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1300		6
Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage  4000 13000 18 18/22+/danforth & stakes 5 3 21  2-668 Dutton Island  1 - Exclude oil from entering barrow channels and slough entrances.  0 2500 12  2 - Exclude by Diversion to Collect at shore line: If heavy oil is threatening Honker Bay and shorelines  1500 7 22#+ danforths & heavy chain 2 1 1 \$SS extra line for scope 8  3 - Portective booming of shoreline: When prevailing wind and oil threatens to overwhelm these measures, exclusion boom 0 6000 6 6/22+/danforths & stakes 6 3 hovercraft/airboat; very shallow draft Bboats 18  2-670 Honker Bay 1 - Skimming to intercept oil approaching the bay with towed skimming arrays.  800 700 4 0 2 towed ski 15  diversion to collection if heavy oil is approaching the shore, divert the oil to collection areas.	.3 -		j Island.
4000 13000 18 18/22+/danforth & stakes 5 3 21  2-668 Dutton Island  1 - Exclude oil from entering barrow channels and slough entrances.  0 2500 12  2 - Exclude by Diversion to Collect at shore line: If heavy oil is threatening Honker Bay and shorelines  1500 7 22#+ danforths & heavy chain 2 1 1 SSS extra line for scope 8  3 - Portective booming of shoreline: When prevailing wind and oil threatens to overwhelm these measures, exclusion boom  0 6000 6 6/22+/danforths & stakes 6 3 hovercraft/airboat; very shallow draft Bboats 18  2-670 Honker Bay  1 - Skimming to intercept oil approaching the bay with towed skimming arrays.  800 700 4 0 2 towed ski 15  diversion to collection if heavy oil is approaching the shore, divert the oil to collection areas.	2600		9
2-668 Dutton Island .1 - Exclude oil from entering barrow channels and slough entrances.  0 2500 .2 - Exclude by Diversion to Collect at shore line: If heavy oil is threatening Honker Bay and shorelines  1500	.4 -		
1 - Exclude oil from entering barrow channels and slough entrances.   0   2500   12     2 - Exclude by Diversion to Collect at shore line: If heavy oil is threatening Honker Bay and shorelines     1500   7   22#+ danforths & heavy chain   2   1   1   SSS   extra line for scope   8     3 - Portective booming of shoreline: When prevailing wind and oil threatens to overwhelm these measures, exclusion boom     0   6000   6   6/22+/danforths & stakes   6   3   hovercraft/airboat; very shallow draft Bboats   18     2-670   Honker Bay     1 - Skimming to intercept oil approaching the bay with towed skimming arrays.     800   700   4   0   2   towed ski   15     2 - diversion to collection if heavy oil is approaching the shore, divert the oil to collection areas.			21
0 2500  2 - Exclude by Diversion to Collect at shore line: If heavy oil is threatening Honker Bay and shorelines  1500 7 22#+ danforths & heavy chain 2 1 1 SSS extra line for scope 8  3 - Portective booming of shoreline: When prevailing wind and oil threatens to overwhelm these measures, exclusion boom 0 6000 6 6/22+/danforths & stakes 6 3 hovercraft/airboat; very shallow draft Bboats 18  2-670 Honker Bay  1 - Skimming to intercept oil approaching the bay with towed skimming arrays.  800 700 4 0 2 towed ski 15  4 0 2 towed ski 15  4 oiversion to collection if heavy oil is approaching the shore, divert the oil to collection areas.	<u> 2-008</u>		
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- Portective booming of shoreline: When prevailing wind and oil threatens to overwhelm these measures, exclusion boom  0 6000 6 6/22+/danforths & stakes 6 3 hovercraft/airboat; very shallow draft Bboats 18  2-670 Honker Bay  1 - Skimming to intercept oil approaching the bay with towed skimming arrays.  800 700 4 0 2 towed ski 15  2 - diversion to collection if heavy oil is approaching the shore, divert the oil to collection areas.			8
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2-670 Honker Bay  1 - Skimming to intercept oil approaching the bay with towed skimming arrays.  800 700 4 0 2 towed ski 15  2 - diversion to collection if heavy oil is approaching the shore, divert the oil to collection areas.	0		18
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800 700 4 0 2 towed ski 15  2 - diversion to collection if heavy oil is approaching the shore, divert the oil to collection areas.	<u>- 0, 0</u>		
2 - diversion to collection if heavy oil is approaching the shore, divert the oil to collection areas.	800		15
	.2 -		
	1300	2 3/22+/danforht + chain and sta 3 2	11

Site	Si	ite Nan	ne										
sub- strategy				CTI	VE OR CONDITION F	OR DE	PLOY	MENT					
Harbo Boom	or Swamp	Other boom/TYPE	Sorbant E boom		choring type of gear	Boom boat	Skiff	Skimmer No Type	Specia No	al Equipment and kinds	(and notes)	deploy \$	Staff to tend
3 -	protec	tion/excl	lusion b	ooor	n: Protect the 2-mile	stretch	of m	arshfront	from a	pproaching	heavy oil slick.		
11000					12/22+/danforth + chain	4	6				w draft; 1 hovercraft	25	
-671	Ног	iker Rav	West		heeler Island Shore	,				, , , , , , , , , , , , , , , , , , , ,	,		
1 -					barrow channels and		n enti	rances.					
1300					6/12+/danforhts & stakes	2	4					15	
2 -	exclus	sion/defle	ection b	oon	n at the best angle fer	nd oil p	ast m	narshfront	when	heavy oil is	s approaching the	shore - diver	t the
1700				3	3/22+/danforths	3	2					11	
3 -	Protec	ctive Boo	ming: I	f the	ere is threat of heavy	oiling a	nd s	aturation o	of the I	marsh front	, deploy protective	boom cover	age,
11000				12	12/22+/danforths & stakes	4	4		hc	vercraft. air boa	at; 4 very shallow Bboats	20	
2-672	Hor	iker Bay	North	i - V	an Sickle Island Sl	hore							
1 -	Exclu	de/collect	t oil: ex	cluc	de from entering Spo	onbill C	reek	and barro	w cha	nnels and o	livert to collection	on Van Sickl	e Isl
800					8/12+/danforths	2	2	1 SSS				10	
2 -	Deflec	t to colle	ection s	site:	use prevailing winds	;							
2000				_	5/22+/danforths w chain	2	1	1 SSS		vercraft. airboa		8	
3 -	Prote	ctive Boo	ming: I	f the	ere is threat of heavy	oiling a	nd s	aturation o	of the I	marsh front	, deploy protective	boom cover	age,
12000				12	12/22+/danforths & stakes	4	6		ve	ry shallow Bboa	t, hovercraft/airboat	25	
-673	Hor	ıker Bay	East -	- <i>Ch</i>	pipps Island Shore								
1 -	Exclu	de oil froi	m enter	ring	barrow channels and	l slougl	n enti	rances.					
0	11.00				4/12+& 2/5#+danforth & 6 sta		1					5	
2 -	Deflec	tion at P	t Simm	ons,	, to divert oil past site	to kee	p oil	in channe	l and t	o avert carı	ry-back into Honke	r Bay on edd	у.
600					3/22+/danforth w chain	1	1		6.41			. 11	
3 -		ctive Boo	ming: i	t the	ere is threat of heavy			aturation (					
13000		3.7			7	6	6		sh	allow Bboats, 1	hovercraft/airboat	25	
<u>2-680</u>					Suisun Slough Drai								
1 -		ın/exciud	ie - min		e spread of oil through	-			-				
3000			1.0		24/22+/danforths	4		4 portable	Bt	ooats; very shall	ow; 1 hovercraft	14	
<u>-690</u>					l: Grizzly Isl / Mont								
1 -		ın/exciud	ie - min		e spread of oil throu								
0		3.7	1 37		32/22+/danforths	5 CLD	8	4 portable	bb	oat: shallow dra	art; 1 novercraft	31	
2-695					Denverton / Nurse							itaa amalata	
1 -		ne/⊨xclud	ae - Min		e spread of oil through	<del>-</del>							
0	2000			16	16/22+/danforths	3	6	4 portable	Bb	ooat: shallow dra	att; 1 novercraft	21	

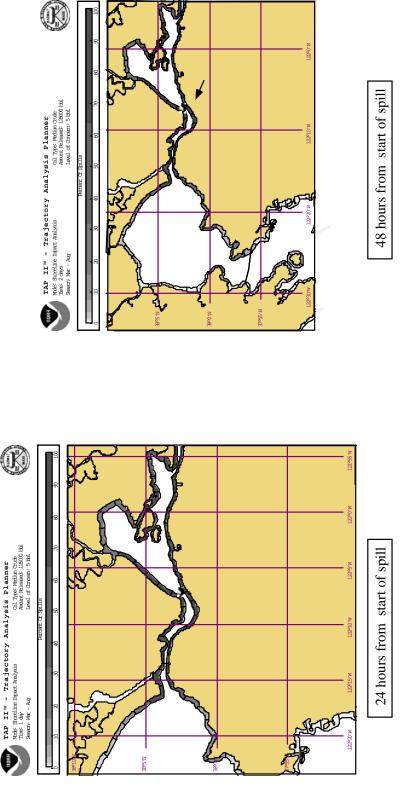
# PROBABILITY OF OIL REACHING EACH SENSITIVE SITE IN GRA 6

GRP 6



indicates spill origin. The shades of grey at each impacted site correspond to a percentage in the legend of t of spill scenarios (from 500 runs of various wind, tides and currents) that brought more than 5 bbls (= Level O TAP II Maps for GRP6 Scenario: Spill of 125,000 bbls of crude at Carquinez Bridge in the Spring. Arrow Concern) of oil to that site in the specified time frame (6hours or 12 hours).

# GRP 6



indicates spill origin. The shades of grey at each impacted site correspond to a percentage in the legend of the number of spill scenarios (from 500 runs of various wind, tides and currents) that brought more than 5 bbls ( = Level Of TAP II Maps for GRP6 Scenario: Spill of 125,000 bbls of crude at Carquinez Bridge in the Spring. Arrow Concern) of oil to that site in the specified time frame (24 hours or 48 hours).

Table of Percent of Spills that bring oil (>5bbls) to each site from the GRA6 scenario.

1 4010 01	י יוויייין ו	3		Collaino.			
SITE#	O L	STEINAME	(Deg. Min.)	(Deg. Min.)	(% prob)	(% prob)	(% prob)
2-630	Α	Suisun Shoal	38 03.5	122 06	100	100	100
2-654	Α	Goodyear Marsh	38 04	122 07	100	100	100
2-603	Α	Bulls Head Marsh and Pacheco Creek	38 03	122 07	66	100	100
2-605	Α		38 03	122 03	02	86	26
2-601	Α	Martinez Marsh	38 02	122 08	99	06	66
2-652	А	Benicia Marsh	38 02.7	122 09.7	62	98	96
2-631	Α	Roe Island	38 04	122 02	54	82	87
2-607	Α	Belloma Slough	38 03	122 01	48	02	80
2-632	Α	Ryer Island	38 05	122 02	47	89	78
2-651	Α	Southhampton Bay	38 04	122 11	46	22	96
2-608	Α	Shore Acres Marsh	38 08	121 58.8	40	99	64
2-633	Α	Middle Ground Island	38 03.7	121 59	40	56	64
2-667	Α	Freeman & Snag Islands	38 08.8	121 59.5	40	24	69
2-583	Α	Napa River Marshes	38 12	122 19	37	09	83
2-660	Α	Grizzly Bay	38 08	122 02	37	48	26
2-665	Α	Simmons Island	38 05.4	122 00	37	48	99
2-670	Α	Honker Bay	38 04	121 56.3	36	21	26
2-702	Α	Stake Point Marshes	38 03	121 57	34	46	62
2-582	Α	N.E. San Pablo Bay	38 05	122 17	33	25	77
2-668	Α	Dutton Island	38 08.8	121 59.5	31	<b>7</b> 7	58
2-705	А	Mallard Island	38 02	121 55	30	42	09
2-752	Α	Chips Island, Southern Side	38 04	121 55	27	36	22
2-673	Α	Honker Bay East - Chipps Island Shore	38 04	121 56.3	26	35	52
2-655	Α	Joice Island, Suisun and Montezuma Sloughs	38 08	122 04	15	25	29
2-671	A	Honker Bay West - Wheeler Island Shore	38 04	121 56.3	8.8	27	35
2-672	Α	Honker Bay North - Van Sickle Island Shore	38 04	121 56.3	3.6	21	26
2-504	Α	Pinole Pt. Marshes - North	38 05	122 21		8.8	12
2-503	Α	Pinole Pt. Marshes-South	37 59	122 21.6		7.2	10
2-501	4	Castro Creek and Marshes	37 58	122 24		3.6	5
2-506	Α	San Pablo Bay Eelgrass Bed	37 59	122 25		3.6	5
2-452	Α	Richmond Eelgrass Beds	37 58	122 24		3.4	5.6
2-427	Α	Marin Islands	37 58	122 28		2.6	7.6
2-552	Α	China Camp Marsh	38 00	122 28		2.6	7.6
2-505	A	Pinole Creek and Wetlands	38 01	122 18		2.6	3.6

TIDE AND WIND AT TIME OF INSTANEOUS DISCHARGE OF ANS	TIME PERIOD OILED (HOURS)	PRIORITY	SITE ID	SITE DESCRIPTION
SLACK < EBB - 10 NW	0	1		Spill Site Containment
WINTER RUNOFF	0	2		On-Water Recovery
125,000 bbl ANS crude	0-3	3	601	Martinez Marsh
	0-3	4	654	Southampton Bay
	3-6	5	603	Bull's Head Marsh
	6-12	6	582	NE San Pablo Bay (jetty)
	6-12	7	605	Hasting's Slough & Pt Edith
	6-12	8	631	Roe Island
	12-24	9	505	Pinole Creek
	12-24	10	503	Pinole Point
	12-24	11	632	Ryer Island
SLACK < EBB - 20 S	0	1		Spill Site Containment
WINTER RUNOFF	0	2		On-Water Recovery
125,000 bbl ANS crude	0-3	3	651	Southampton Bay
	6-12	2	601	Martinez Marsh
	6-12	3	603	Bull's Head Marsh
	6-12	4	582	NE San Pablo Marsh (jetty)
SLACK < FLOOD TIDE	0	1		Spill Site Containment
10 KNOT NW WIND	0	2		On-Water Recovery
WINTER RUNOFF	0-3	3	603	Bull's Head Marsh
125,000 bbl ANS crude	0-3	4	605	Hasting's Slough
	0-3	5	607	Weapons Station Marshes
	0-3	6	631	Roe Island
	0-3	7	601	Martinez Marsh
	3-6	8	608	Shore Acres
	3-6	9	632	Ryer Island
	3-6	10	633	Middle Ground
	6-12	11	702/705	Stake Pt. Marsh / Mallard Island
	6-12	12	708	Chipp's Island
SLACK < FLOOD TIDE	0	1		Spill Site Containment
20 KNOT S WIND	0	2		On-Water Recovery
WINTER RUNOFF	0-3	3	654	Goodyear Marsh
125,000 bbl ANS crude	3-6	4	655	Joice Island
	6-12	5	660	Grizzly Bay
	12-24	6	632	Ryer Island
	12-24	7	631	Roe Island
	12-24	8	603	Bull's Head Marsh
	12-24	9	601	Martinez Marsh
	12-24	10	662	Simmon's Island

 $<sup>{}^*\!</sup>$  Based on Oil map trajectory model run by BlueWater Consultants in 1996  ${}^*\!$  Response strategy not yet written

2-601 -A

Thomas Guide Location Latitude N Longitude W 3802 122 08

NOAA Chart: 18656 Suisun Bay

**Benicia** Last Page Update: 1/1/2000

### SITE DESCRIPTION:

**Contra Costa** 

County:

USGS Quad:

This site includes the marshes and waterfront from the Benicia-Martinez Bridge to the Ozol pier. This site has pickleweed saltmarshes on both the east and west side of the Martinez marina. The marshes are prograding with emergent species along the very shallow margins. The marsh to the east behind the Shell Oil terminal has some diked impoundments and has a small channel leading back into the marsh. West of the Marina, Alhambra Creek opens to the marsh and has marshy vegetation along some of its length upstream. The shoreline vegetation from Alhambra Creek to Ozol Terminal grades from marsh to riprap. The marsh around the mouth of Alhambra Creek is East Bay Regional Parks shoreline.

### SEASONAL and SPECIAL RESOURCE CONCERN

Marshes are A-priority at all times. Threatened and endangered species may be present throughout this site.

### RESOURCES OF PRIMARY CONCERN

Pickleweed marshes with emergent marsh margins are on both sides of the marina. Shelter tidal flats in front of the marshes provide habitat for infauna and foraging for birds and fish. The riprap at the western edge along the railroad tracks has low sensitivity.

Marshes provide habitat for marsh birds, ducks, shorebirds, and in winter migratory waterfowl. Clapper rail and black rails may use these marshes occasionally.

Both the endangered salt marsh harvest mouse and endangered salt marsh wandering shrew are found here.

Two rare plants are found here: soft bird's beak and Delta tule pea.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
В	Peter Baye, Ph.D. Coastal Plant Ecologist		(415) 310-5109	
	Joseph Didonato Stewardship Manager	East Bay Regional Park District	(510) 544-2346	
	EBRP Dispatch EBRP	East Bay Regional Park District	(510) 881-1833	
В	Mike Josselyn	NOAA, National Marine Fisheries Service	(415) 454-8868	
В	Jerry Karr	Audubon Society, Solano County Chapter	(707) 643-7089	
В	Jan Knight	US Fish and Wildlife Service	(916) 978-4866	
В	Niall F. McCarten, Ph.D.	Jones & Stokes Associates, Inc.	(916) 737-3000	
В,О	Bill Nichols	East Bay Regional Park District	(925) 228-0112	
	Mark Ragatz Shoreline Parks Manager	East Bay Regional Park District	(510) 715-7784	

### **Site Strategy - Martinez Marsh** 2-601 -A

County and Thomas Guide Location Longitude W NOAA CHART **Contra Costa** 18656 Suisun Bay 3 8 02 122 08 10/1/2005 Last Page Update:

### **CONCERNS and ADVICE to RESPONDERS:**

Primary concerns are oiling of marsh east and west, intrusion of oil up Alhambra Creek in the west side marsh, and intrusion up the tidal channel in the east side marsh. Exclude oil from both channels and divert oil away from marshes to catchments or to main channel. Avoid trampling marsh vegetation: rare plants and small endangered mammals are present. Avoid trampling oil into muds. Protect marsh frontage from oil as directed.

### **HAZARDS and RESTRICTIONS:**

Air - Martinez Bridge power lines; Boats - shallow water & currents; ground traffic - railroad tracks, soft substrate

### SITE STRATEGIES

Waters west and inshore from Martinez Marina are an eddy and have low current. This slow velocity water extends past OZAL pier. Currents from marina out are very stong. Near shore on both sides of Marina, particularly close to creek mouths is very shallow.

Strategy 2-601.1 Objective: Primary: on the flood tide, exclusion booming mouth Alhambra Creek, other tidal channels, and protect nearby shoreline

- a) Exclusion booming Alhambra Creek: 200' of swamp boom in a chevron configuration backed by sorbent boom at the inlet to .
- b) Protection booming: Deploy 1100' of sorbent boom along the marsh to the west of Martinez Marina (both sides of creek but mostly on the west side.)
- c) Exclude oil from entering the small tidal inlet to the marsh east of the marina with boom and sorbent (50' 4X4+). Tidal inlet mouth is located between Shell and Amoco Terminals/Shore Terminal wharf at bridge.
- Strategy 2-601.2 Objective: Deflection for the ebb tide, deflect oil away from and past Alhambra Creek & marsh with boom from old ferry slip

Deploy 600' of deflection boom extending west from inside the old ferry slip at Ferry Point (the pier), Martinez Marina. Set deflection angle into the current as may be possible under prevailing conditions.

Strategy 2-601.3 Objective: Deflection for the Flood Tide: deflect away from Martinez shore

Deflect oil away from shoreline with 2000' 8X8+ Hboom. From the shoreline about a half mile west of treatment plant, deploy boom at a diagonal to the 15' depth contour.

Strategy 2-601.4 Objective: Protection Shoreline Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage, when resource use will not preclude defending other sites against SO 5 and 6 impacts.

Deploy exclusion boom along the marsh front from the Benicia Bridge to the marina and from Alhambra Creek to the riprap to the west.

Deploy 5200' of protective boom (4X4+) be deployed between Suisun Point and the Martinez Marina seawall, and deploy 3300' of protective boom (9X9+ or 4X4+ depending on presence of wind and chop) from Ferry Point at Martinez Marina to 1000 yards west where marsh ends and riprap begins. Deploy close to shore where shallows will aid with wind chop spillover problems; if there are wind chop conditions, boom layers will need to be backed with a second layer of 4X4+ boom. Because the water is so shallow, very shallow boom boats and skiffs will be required due to grounding and stranding hazards. (A similar strategy for deployment of exclusion boom is illustrated in "Potential Oil Spill Protection Strategies for San Francisco Bay, California" (Hayes and Montello, 1994).)

**Table of Response Resources** 

5	strategy	harbor	swamp	Other	sorb	An	nchoring	Boom	Skiffs	Skim	nmers	Sp	ecial E	quipment		staff	Staff
	number	boom	boom	boom type	boom	no	type and gear	boat	punts	No	Type	No	and	kinds		deploy	tend
2	2-601.1	0	250		1300	1	1/12#+/ anchor & stakes	0	1			b	oat cap	able of shallow	grounding	2	
2	2-601.2	600				1	1/22+/danforth + 20' chain	1	0							3	
2	2-601.3	2000				4	4/22+/danforths	3	1							11	
2	2-601.4	0	8500			9	9/12/danforths & stakes	3	3			b	boats -	very shallow, st	trandable.	15	

### LOGISTICS

DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

Proceed on Hwy 680 toward Martinez and exit on Marina Vista just south of the Benicia-Martinez toll bridge and drive west to city center. Turn right and drive across the railroad tracks to Martinez Marina. Marshes are on both sides of the Marina and park. There are access points at the Marina Vista Park (contact East Bay Regional Parks Dispatch). There is also unimproved shoreline access along the Souther Pacific Rail Road tracks on the west side of Alhambra Creek (contact SP Rail Road). This site includes the marshes and waterfront from the Benicia-Martinez Bridge to the Ozol pier.

2

LAND ACCESS: Thorough land access to west. Foot only to east.

WATER LOGISTICS: Limitations: depth, obstruction

Very shallow near shore. Some obstructions on west half.

Launching, Loading, Docking and Services Available:

Launching and full boat services available at Martinez Marina on-site. Most boat services are also available across the river at Benicia.

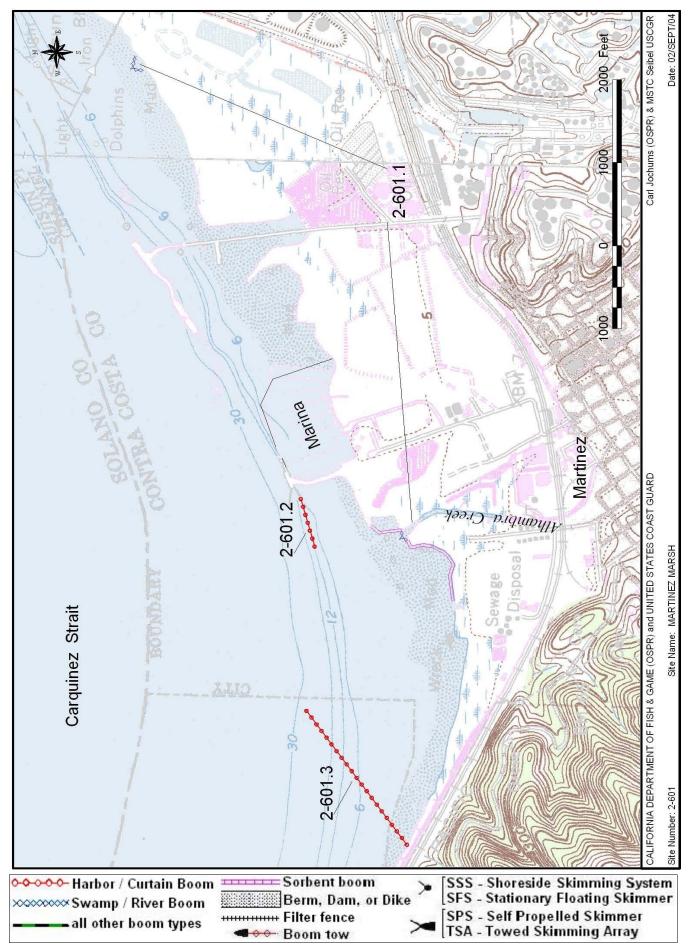
2-601 -A

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Best for this site is Martinez Marina, but Benicia has good staging facilities. Vallero Wharf also has good staging capacity.

COMMUNICATIONS PROBLEMS: none known

**ADDITIONAL OPERATIONAL COMMENTS:** 



2-603 -A

Thomas Guide Location Latitude N Longitude W 3 8 03 122 07

NOAA Chart: 18656 Suisun Bay

Last Page Update: 1/1/2000

# USGS Quad: Vine Hill SITE DESCRIPTION:

**Contra Costa** 

County:

Site extends from Benicia-Martinez Bridge to the Avon Wharf and includes the tidal marshes tributary to Suisun Bay and Pacheco Creek (also called Walnut Creek and Avon Slough) landward to Hwy 4. There are two extensive marshes south of Waterfront Road (Marina Vista Rd): Shell Marsh (tributary to Peyton Slough and owned by East Bay Regional Parks) and an unnamed marsh tributary to Pacheco Creek. The marshes north of Waterfront Rd between Hwy I-680 and Pacheco Creek are connected to the south shore of Suisun Bay by several small waterways. The marshes south of Waterfront Rd are mostly pickleweed-tule-saltgrass marshes with emergent growths along the edges of waterways and occasional patches of cattail marshes, whereas marshes to the north are dominated by tules and sedges, particularly near the water front and slough margins. Pacheco Creek is very fresh in its more upstream reaches, particularly during high rainfall periods. Salmon and Steelhead are common in Pacheco Creek but do not spawn in the system. There are various dikes and flood control channels throughout the marsh. Pacheco Creek is extremely shallow, has an even shallower bar across its mouth, and has marsh encroaching along its length. The other marsh channels tend to be deep. Regardless, the entire marshfront is mudflats at very low tides. There are three refineries, a chemical plant, and several tank farms adjacent to and tributary to this site.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

The marshes are an "A" priority all year

### **RESOURCES OF PRIMARY CONCERN**

The marshes have a rich flora and range from high pickleweed-spartina marsh to cattail to emergent tule marsh on prograding shorelines and channel margins. Much of the marsh has been manipulated with dike and mosquito abatement channels. Much of the marsh beyond the tidal channels is flood only on high tides and during the rainy season.

A variety of wading and marsh birds use this area year-round and it provides winter habitat for migratory birds and ducks. The endangered California clapper rail uses this habitat.

This is also habitat for the endangered saltmarsh harvest mouse and the saltmarsh ornate shrew.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone
В	Peter Baye, Ph.D. Coastal Plant Ecologist		(415) 310-5109
ΒT	Baylands Nature Preserve Office	Baylands Nature Preserve	(650) 329-2506
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260
В	Mike Josselyn	NOAA, National Marine Fisheries Service	(415) 454-8868
В	Jerry Karr	Audubon Society, Solano County Chapter	(707) 643-7089
ВТ	Jan Knight	US Fish and Wildlife Service	(916) 978-4866
В	Niall F. McCarten, Ph.D.	Jones & Stokes Associates, Inc.	(916) 737-3000

### ADDITIONAL SITE SUMMARY COMMENTS:

### 2-603 - A Site Strategy - Bulls Head Marsh and Pacheco Creek

County and Thomas Guide Location NOAA CHART Latitude N Longitude W

Contra Costa 18656 Suisun Bay 3 8 03 122 07

CONCERNS and ADVICE to RESPONDERS: Last Page Update : 10/1/2005

Prime concern is oil being carried into the interior marsh via tidal channels and oiling of marsh margins. So, the first priority is to exclude oil from tidal channels and openings. Secondarily, there is a plan to collect oil at the Pacheco Creek shoreline to prevent its free spread and movement. As time and priority allow, the entire marsh shoreline may be protectively boomed. Avoid trampling the marsh vegetation and be aware that small endangered mammals are present. Avoid trampling oil into the mud.

### **HAZARDS and RESTRICTIONS:**

This area is very shallow and exposed mudflats at low tide.

### SITE STRATEGIES

<u>Strategy 2-603.1 Objective: Exclude oil from entering Pacheco Creek, Peyton Slough and four other tidal</u> channels on flood currents Rv 011305

Deploy exclusion booms in a chevron configuration in front of each tidal slough, securing boom ends well up and downstream from the openings to avoid entrainment and short-circuiting. Anchors will be necessary to keep chevron formation. Boom ends may be anchored at shore with stakes.

- a) 1000' 8X8+ harbor boom at the mouth of Pacheco Slough with 22# anchors
- b) At Peyton Slough and the other four tidal inlets west of Pacheco Slough, use 4X4+ in lengths of 50' and 100'. Back with sorbent boom.
- c) If boat passage into launch ramp in Pacheco Creek for response activities, it may be necessary to have boom tending or cascades.

Strategy 2-603.2 Objective: For flood tides, deflect oil to collection site in Pacheco Creek on Avon refinery shoreline to prevent oil spread to other marsh sites, to collect it, and prevent its free movement.

Create a collection site at the northerly most exteme of the levee road on refinery treatment pond east of Pacheco Creek.

- a) First, deploy two diagonal barriers of swamp (river) boom (700' 4X4+) to direct the oil from the mouth of the Creek to the collection site. Use stakes to anchor and maintain shape. (If response boat passage into Pacheco Creek is necessary, boom tending may be required.)
- b) Then line the marsh along the east bank with swamp (river) boom (1100') and tie the boom into the exclusion boom at the mouth. Use stakes to anchor and maintain shape.
- c) After the collection pocket boom is in place (a & b above), deploy a deflection boom (2700' 8X8+ harbor boom total) from the Shore Terminals Wharf to the east side of Pacheco Slough mouth to funnel the oil into collection on the flood tide. Usually exclusion strategy (2-603.1) will have been deployed first, and 1000' of boom will already be at the mouth and must be repositioned as part of the deflection (so the amount of boom needed will be 1000 ft more if that boom is not already onsite.) Use multiple anchors with heavy chain to hold the boom in position in the currents.
- d) Improve the shoreside collection site as necessary. Consider excavating a pocket and seek approval from IC. Place plywood or other walking sureface at work site to prevent oil being trampled into muds.

Strategy 2-603.3 Objective: Marsh front protective booming: If there is threat of heavy oiling and saturation of the marsh front, and when such use will not preclude defending other sites with Strategic Objectives 5 and 6 action (seek concurrence of the trustee strategist).

Deploy protective boom along the marsh front from the Benicia Bridge to the Pacheco Slough, using 9,000 ft of harbor boom. If there are high energy wave conditions, a second layer of swamp boom may be required. (A strategy for the deployment of exclusion boom at this site is illustrated in Potential Oil-Spill Protection Strategies for San Francisco Bay, CA (Hayes and Montello, 1994).)

Strategy 2-603.4 Objective: Collection/ containment of upstream threats: If oil is moving down Pacheco Slough from an inland spill, deploy a containment collection as in strategy 2-603.2

Create a collection site at the southerly most convenient site on the windward shore, such as the Waterfront Road Pacheco Creek bridge or launch ramp. Most convenient deployment of boom from shore using skiffs, due to shallows.

- a) First, deploy two diagonal barriers of swamp (river) boom (600' 4X4+) to direct the oil in the Creek to the collection site. Use stakes to anchor and maintain shape. (To permit boat passage into Pacheco Creek, it may be necessary to have boom tending.)
- b) Line the marsh along the east bank with swamp (river) boom (1000'). Use stakes to anchor and maintain shape.
- c) Improve the shore side collection site as necessary. Consider excavating a pocket and seek approval from IC. Place plywood or other walking sureface at work site to prevent oil beng trampled into muds.

2-603 -A

### Strategy 2-603.5 Objective: Back-up for .1 exclusion in case of over-wash threat

Deploy second layer of exclusion booms in a chevron configuration in front of each tidal slough just behind first layer. As with primary exclusion, secure boom ends well up and downstream from the openings to avoid entrainment and short-circuiting.

- a) 1000' 4x4+ swamp (curtin) boom will be needed at the mouth of Pacheco Slough;
- b) At Peyton Slough and the other four tidal inlets use 4X4+ in lengths of 50' and 100'.

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	An	nchoring	Boom	Skiffs	Skii	mmers	Sį	oecial E	quipment		staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No	Type	No	and	kinds		deploy	tend
2-603.1	1100	400		1000	19 /	22+ & 5/12+/danforths + chain 10 stake	1	2			-	oboat: st	randable, sl	nallow water, stakes	7	
2-603.2	1700	2500		300	5	5/22+/danforth + chain	2	2	1 S	SS	5	stakes, b	boat: strand	dable, shallow water	8	
2-603.3	9000				14		3	1							11	
2-603.4	0	1600			6	6/12+ and stakes		1	1 S	SS					3	
2-603.5	0	1400	0	0	0		0	0	0		0					

### LOGISTICS

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

Exit Hwy I-680 to Marina Visa / Waterfront Road at Martinez (exit just south of Benicia Martinez Bridge) and proceed east. There is access to the shoreline from Shore Terminal's wharf, from the Tosco Avon Refinery, and at the Bridge over Pacheco Creek. By boat, proceed east from the Martinez Marina about a mile to the area east of the Martinez-Benicia Bridge. Site extends from Benicia-Martinez Bridge to the Avon Wharf and includes the tidal marshes tributary to Suisun Bay and Pacheco Creek (also called Walnut Creek and Avon Slough) landward to Hwy 4.

LAND ACCESS: only at Tosco and Shore Terminal wharf; otherwise foot only

WATER LOGISTICS: ex

Limitations: depth, obstruction

exceedingly shallow - mud at low tide

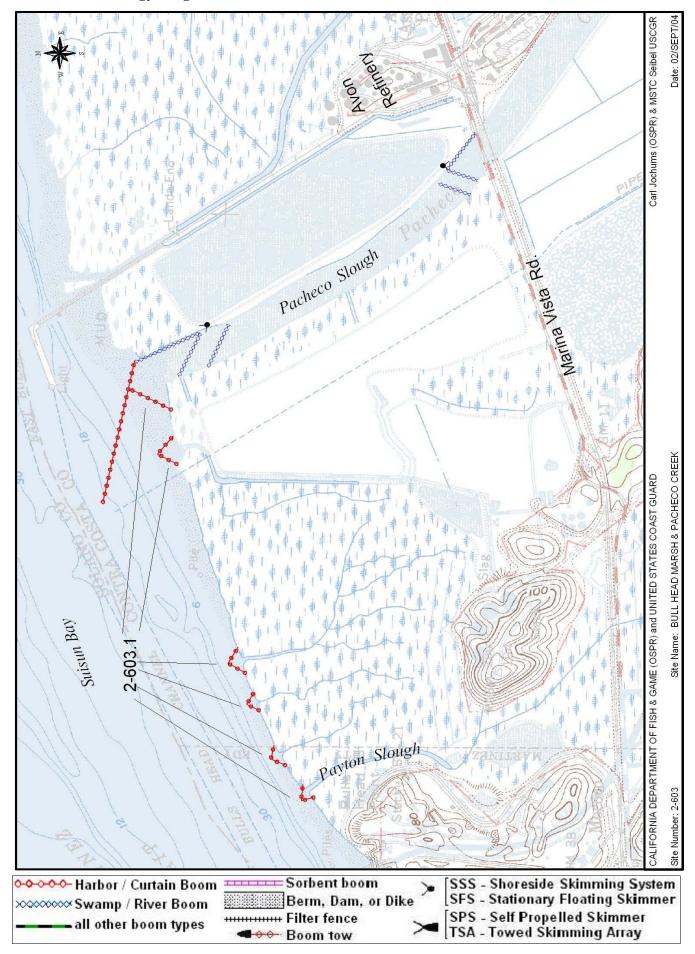
Launching, Loading, Docking and Services Available: launch at Tosco to Pacheco Creek during higher tides only, otherwise Martinez Marina and Benicia Marina. Full service at Martinez and Benicia.

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Best staging is at Martinez because of the amount of services available. Benicia is also a good staging site. Locally, equipment may be staged at Tosco at Pacheco Creek or at Shore Terminal wharf.

COMMUNICATIONS PROBLEMS: none known

ADDITIONAL OPERATIONAL COMMENTS:



2-605 -A

Thomas Guide Location Latitude N Longitude W 3 8 03 122 03

USGS Quad: Vine Hill NOAA Chart: 18656 Suisun Bay

Last Page Update: 7/1/2005

### SITE DESCRIPTION:

**Contra Costa** 

County:

Site extends from the Tosco Avon terminal wharf west to Hastings Slough and includes all the marshes tributary to Hastings Slough including those south of Waterfront Road. Marshes from Pt Edith to the Avon Wharf are property of Department of Fish and Game (700+ acres), but the marshs around Hastings Slough and much of the tributary marshland (2000+ acres) is military property and entry is prohibited without prior clearance. This marshes have a large tidal exchange volume, particularly Hastings Slough marshes. The DFG marshes drain directly to the bay via 10 tidal sloughs. Hastings Slough is very sinuous and has many tributary channels including Mt. Diablo Creek. Ttroughout the marsh there is an extensive network of mosquito abatement channels which connect the freshwater and brackish marshes between. Most of the marsh is pickleweed, but there are large stands of tules and standing ponds. Portions of the property south of Waterfront Rd and just east of the Avon refinery are refinery property.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

The marshes are an "A"-priority all year. The area is important to migratory birds in the spring and fall. Endangered species are present year-round.

### **RESOURCES OF PRIMARY CONCERN**

Emergent and tidal channel marshes are of highest concern because of immediate vulnerability to spills and opportunity to spread oil extensively though the marsh because of large tidal prism. Some of the internal marshes are connected by flood control structures and can be closed to exclude oil conveyance to interior marsh. Marsh types include emergent, high saltgrass, pickleweed, tule, brackish ponds, and pockets of freshwater marsh.

The endangered California clapper rail, threatened California black rail, saltmarsh common yellowthroat, and Suisun song sparrow are found here.

The marshes are inhabited by the endangered salt marsh harvest mouse.

Several rare plants occur in this site. Mason's lilaeopsis is found in the splash zone along the marsh front. The marshes also contain the rare plant species soft bird's beak, and Delta tule pea occurs on the Seal Islands.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone
В	Peter Baye, Ph.D. Coastal Plant Ecologist		(415) 310-5109
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260
В	Mike Josselyn	NOAA, National Marine Fisheries Service	(415) 454-8868
В	Jerry Karr	Audubon Society, Solano County Chapter	(707) 643-7089
В	Jan Knight	US Fish and Wildlife Service	(916) 978-4866
В	Niall F. McCarten, Ph.D.	Jones & Stokes Associates, Inc.	(916) 737-3000
BLO	Staff Office	Suisun Resource Conservation District	

### **Site Strategy - Hastings Slough & Point Edith Marshes** 2-605 -A

County and Thomas Guide Location Latitude N Longitude W NOAA CHART **Contra Costa** 18656 Suisun Bay 3 8 03 122 03 10/1/2005 Last Page Update:

### **CONCERNS and ADVICE to RESPONDERS:**

The prime concerns are oil penetrating the marsh up tidal sloughs on tidal currents, particularly Hastings Slough, and oil saturating marsh vegetation on exposed marsh fronts and margins. Exclusion is first priority: to Hastings Slough and small channels. Next priority is to deflect oil away from these inaccessible marshy shores. During response be aware that there are very small rare plants and mammals at the shoreline. So, minimize foot traffic. Avoid trampling vegetation and avoid trampling oil into muds.

### **HAZARDS and RESTRICTIONS:**

Some of the waterfront has very shallow mudflats. There are submerged obstructions in Hastings Slough for about 50 yds south of bridge overcrossing.

### SITE STRATEGIES

Flood currents in tidal channels are too great to exclude oil once it has entered the channels. Exclusions must be set to keep oil from being pulled into the mouths of channels using chevron exclusions anchored well away (both to each side and in front) from channel openings. Waters are very shallow throughout except at Point Edith and within tidal channels.

Strategy 2-605.1 Objective: Exclude oil from Hastings Slough and tidal channels to prevent oil from being carried into marsh on flood tides. Revised 011305.

Exclude oil from entering all tidal sloughs using chevron booming configurations, including center anchors, and anchor boom ends well outside channel mouths to avoid entrainment and short circuiting around boom ends.

- a) Hastings Slough: 1100' 8X8+ deployed in a modified chevron beginning well to the west (200'+) of the mouth. Back with sorbent boom. 3/22+/danforths.
- b) The 2 sloughs just east of and one at Pt Edith: (400' 9X9+ and 1/22+ & 2/12+ danforths total.) Back with sorbent boom.
- c) The ten tidal openings west of Pt Edith: 100' 4X4+ for each opening except #7 (from west) requires 200' (1100' total). Back each with sorbent.

Strategy 2-605.2 Objective: Deflect oil away from shoreline for sites 2-605 and 2-607 on flood tide.

Deploy 2400' deflection boom from just west of Pt Edith past channel marker R2 and into channel toward chanel marker G3.

Strategy 2-605.3 Objective: Back-up of Exclusion booming of .1 strategy for wave conditions: if waves or chop is likely to wash oil over boom.

- a) Hastings Slough: deploy a second layer of boom (800' 4X4+) close behind to catch and exclude over wash. 3/12+/danforths.
- b) The 2 sloughs just east of and one at Pt Edith: (400' 4X4+ and 2/12+ danforths total.) Back with sorbent boom.
- c) The ten tidal openings west of Pt Edith: 100' 4X4+ for each opening except #7 (from west) requires 200' (1100' total). Back each with sorbent.

Strategy 2-605.4 Objective: Marsh front protective booming: If there is threat of heavy oiling and saturation of the marsh front, and when such deployment will not preclude defending other sites with Strategic Objectives 5 and 6 (seek concurrence of the trustee stratigist).

Deploy protective boom along the marsh front from the Tosco Wharf to the US Navy piers and linking with existing boom deployments as convenient: an additional 7,000 ft of harbor boom and ten additional anchors will be required in combination with boom already deployed in strategies .1 and .2. (A similar strategy for the deployment of exclusion boom at this site is illustrated in Potential Oil-Spill Protection Strategies for San Francisco Bay, CA (Hayes and Montello, 1994).)

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	Aı	nchoring	Boom	Skiffs	Ski	mmers	Sį	oecial E	quipment		staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No	Type	No	and	kinds		deploy	tend
2-605.1	1500	1100		2300	38	5/22+ & 11/12+ danforth, 22 stakes	2	6			-	boat: sh	allow, strandable	e. Stakes	18	
2-605.2	2400				6	5/22+/danforths + 20'chain	3 0						9			
2-605.3	0	2300	1000	0	5	12+/danforths	0	0	0		0					
2-605.4	7000				10	10/22+/danforths	4	2			l	oboats: v	ery shallow, grou	ındable.	14	

### LOGISTICS

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

By boat, the site is east of the Benicia Bridge from the Avon Refinery wharf to the Navey Piers. By vehicle exit Hwy I-680 at Marina Vista (first exit south of Benicia Bridge - Waterfront Rd) and proceed west to Avon Refinery gate; request access and proceed east: Marina Vista (Waterfront) Road is blocked at the Hastings Slough Bridge by a Weapons Station locked gate. Important: Permission to enter eastern portion of the area must be obtained from the U.S. Naval Weapons Station Concord. By arrangement with Weapons Station Security only, access from Highway 4 to CNWS exit north on Port Chicago Highway to Base Gate to request entry: Contact USCG Watch 415-399-3546 or 3547. Site extends from the Tosco Avon terminal wharf west to Hastings Slough and includes all the marshes tributary to Hastings Slough including those south of

2-605 -A

Waterfront Road. Marshes from Pt Edith to the Avon Wharf are property of Department of Fish and Game (700+ acres), but the marshs around Hastings Slough and much of the tributary marshland (2000+ acres) is military property and entry is prohibited without prior clearance.

LAND ACCESS: All types to Waterfront Road. Otherwise foot only.

**WATER LOGISTICS:** Limitations: depth, obstruction

Very shallow water. Exposed mud at low tide.

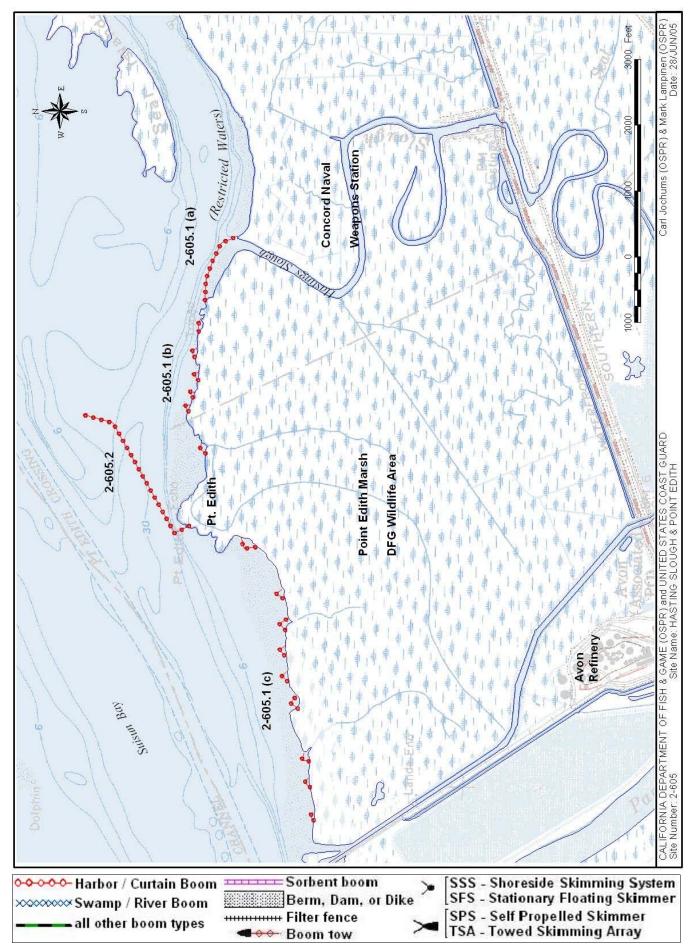
Launching, Loading, Docking very poor launch at CNWS tug wharf. Commercial Launching at Martinez, Benicia, and McAvoy's in Bay Point, all have complete services. Tosco launch is at Pacheco Slough. and Services Available:

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Martinez and McAvoy-Harris's are two primary staging areas depending on zone of spill impacts. Both have wide variety of services and access, potential for security control.

**COMMUNICATIONS PROBLEMS:** none known

**ADDITIONAL OPERATIONAL COMMENTS:** 



2-607 -A

Thomas Guide Location Latitude N Longitude W 3 8 03 122 01

USGS Quad: Vine Hill NOAA Chart: 18656 Suisun Bay

Last Page Update: 10/1/2005

### SITE DESCRIPTION:

**Contra Costa** 

County:

This site includes Seal Islands and the waterfront from Hastings Slough mouth east to the General Chemical Plant at Middle Pt bounded on the south by the Southern Pacific Railroad and Waterfront Rd. All these marshes are on highly restricted Military property. The site may be divided in three parts. Belloma wetlands is the easterly portion from Middle Pt to Seal islands and mostly fronted by piers; it has about 700 acre area and three small tidal soughs (all fronted by piers and difficult to access from water). The marshes on the west end of the site are fed by a tidal inlet immediately west of the wharf facilities; this channel goes all the way back to waterfront road and may have cross flow with Hastings Slough via mosquito abatement channels. Seal Islands are at the northwest end of the marsh front opposite the tug docks. The islands are high marsh spartina, sedges, and tules. The inland marshes are brackish water marsh with pickleweed and spartina high marsh and tule sedge in wet areas.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

The marshes are an "A" priority all year.

### RESOURCES OF PRIMARY CONCERN

These are extensive pickleweed marshes with emergent tule margins.

The marshes are inhabited by the endangered California clapper rail and threatened California black rail. This is prime waterfowl habitat, particularly for the migratory period.

The endangered salt marsh harvest mouse thrives here.

Several sensitive plants occur here: Mason's lilaeopsis, Suisun marsh aster, Delta tule pea.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
	Peter Baye, Ph.D. Coastal Plant Ecologist		(415) 310-5109	
	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
	Jerry Karr	Audubon Society, Solano County Chapter	(707) 643-7089	
	Jan Knight	US Fish and Wildlife Service	(916) 978-4866	
	Niall F. McCarten, Ph.D.	Jones & Stokes Associates, Inc.	(916) 737-3000	
	Concord Naval Weapons Station Police	US Navy, Concord Naval Weapons Station	(925) 246-4041	

### 2-607 - A Site Strategy - Weapons Station Marshes & Seal Islands

 County and Thomas Guide Location
 NOAA CHART
 Latitude N
 Longitude W

 Contra Costa
 18656 Suisun Bay
 3 8 03
 122 01

### **CONCERNS and ADVICE to RESPONDERS:**

This extensive marsh is very sensitive and has endangered species. If oil gets into the marsh the problems will be complicated due to the military security issues here. The plan is to exclude oil from the marsh by booming or diking the inlets. Response concerns are: 1) get permission from USN before attempting any access; 2) avoid trampling vegetation: tiny endangered plants are present; avoid trampling oil into the muds.

### **HAZARDS and RESTRICTIONS:**

Unauthorized personnel or trespassers are subject to arrest. Beware of shallow and pier traffic.

### SITE STRATEGIES

This is a high security area. Proceed only at the direction of Military Site Security. All four slough tidal slough openings can be addressed from shore using a skiff or put to deploy light boom.

### Strategy 2-607.1 Objective: Exclusion booming of four Sloughs.

Military response resources may be available at the Weapons Station to boom off the slough.

- a) at slough west of facilities, deploy 500 ft. of 6X6+ exclusion boom across the mouth in a chevron formation attached to shore well outside the mouth and back with sorbent boom.
- b) at first slough east of facilities, deploy 100 ft. of 6X6+ exclusion boom across the mouth in a chevron formation attached to shore well outside the mouth and back with sorbent boom.
- c) at 2nd slough east of facilities, deploy 50 ft. of 6X6+ exclusion boom across the mouth in a chevron formation attached to shore well outside the mouth and back with sorbent boom.
- d) at east-most slough, deploy 400 ft. of 6X6+ exclusion boom across the mouth in a chevron formation attached to shore well outside the mouth and back with sorbent boom.

Strategy 2-607.2 Objective: diversion booming on Flood tide: Execute 2-605.2 divert out of channel and away from sites 2-605 & 2-607

### Strategy 2-607.3 Objective: Exclusion of Sloughs by sediment dike.

Construct a temporary sediment dike across all four sloughs. Naval response resources at the Concord Weapons Station may be available to dike off the slough. (Requires BCDC and US Corp Engineer contacts)

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	An	nchoring	Boom	Skiffs	Skimi	mers	Sp	ecial E	quipment	staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No	Туре	No	and	kinds	deploy	tend
2-607.1		1150		900	14	4/12+/danforth & 10 stakes	0	1						2	
2-607.2	0	0	0	0	0		0	0	0	(	)				
2-607.3	0	0	0	0	0		0	0	0	2	S	kinloade	er & dump truck		

### **LOGISTICS**

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

IMPORTANT: Permission to enter the area, by land or water, must be obtained from the U.S. Naval Weapons Station, Concord. Exit Hwy 4 at Port Chicago Hwy to Main St and proceed to main gate for entry permission and directions. By water proceed along the shoreline from Martinez (east) or from McAvoy's (west) until you reach the Navy piers. This site includes Seal Islands and the waterfront from Hastings Slough mouth east to the General Chemical Plant at Middle Pt bounded on the south by the Southern Pacific Railroad and Waterfront Rd. All these marshes are on highly restricted Military property.

LAND ACCESS: Belloma slough has road access; the remainder is foot only.

WATER LOGISTICS: very shallow

Limitations: depth, obstruction

Launching, Loading, Docking Launch at USN CNWS tug dock, Martinez, McAvoy

and Services Available:

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Naval response resources at the Concord Naval Weapons Station may be available to dike or boom off the slough. Stage equip at Martinez, McAvoy's or Weapons Station.

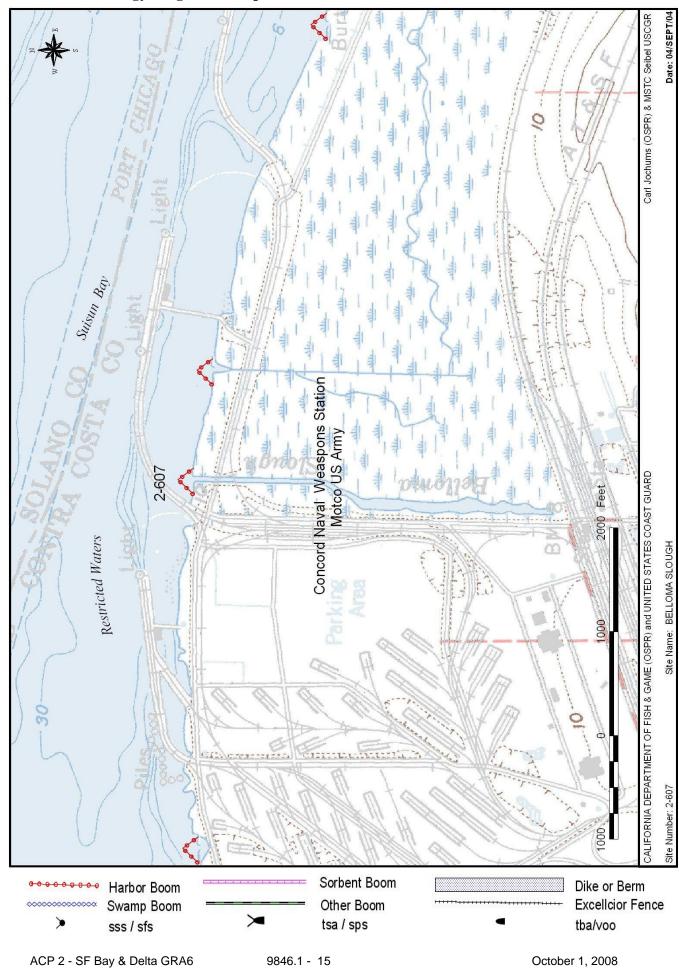
COMMUNICATIONS PROBLEMS: none known

**ADDITIONAL OPERATIONAL COMMENTS:** 

2-607 -A

Last Page Update:

10/1/2005



Last Page Update: 7/1/2005

Thomas Guide Location Latitude N Longitude W 3808 121 58.8

NOAA Chart: SUISUN BAY 18658/18556/18656

### SITE DESCRIPTION:

**Contra Costa** 

**Honker Bay** 

County:

USGS Quad:

This site extends from McAvoys Marina west to General Chemical Plant (just east of the chemical plant at Middle Pt) and bounded on the south by the SP RR. There are three ownerships: California Department of Fish and Game owns the parcel next to the Marina, the US Navy Concord Weapons Station owns the parcel next to the chemical plant, and the East Bay Regional Park District (EBRPD) owns the "J" channel that feeds the marsh directly north of the Bay Point Regional Shoreline. This site is a combination of tidal and high marsh with both tule/cattails and pickleweed. It has an abrupt bank typical of eroding marsh front. Several finger sloughs carry tidal exchange to the back marsh. There are several dead-end sloughs. There is a channel along the shore front.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

These marshy areas have A-protection priority always. Migratory waterfowl and marsh birds use this area during winter months.

### RESOURCES OF PRIMARY CONCERN

This site is predominantly pickleweed / spartina marsh, but there are substantial cattail and tule growths. And there are some ponded areas. The bayward eroding edge is habitat for Mason's lilaeopsis. The small tidal inlets admit tidal exchange to the back marsh and must be boomed to exclude oil from entering.

The marshy margins are prime marsh bird and waterfowl habitat including California clapper rail, Suisun song sparrow and black rail.

The saltmarsh harvest mouse has been found here. The emergent marshes are inhabited by semi-aquatic mammals such as river otter, raccoon, beaver and muskrat. Western pond turtle has been found here.

The emergent marshes here are typical tule-sedge mix with some cattail.

Several sensitive plants occur here: Mason's lilaeopsis. Suisun marsh aster. Delta tule pea.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison (916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College (707) 664-0880) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
В	Baylands Nature Preserve Office	Baylands Nature Preserve	(650) 329-2506	
E/B	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
	Joseph Didonato Stewardship Manager	East Bay Regional Park District	(510) 544-2346	
	EBRP Dispatch EBRP	East Bay Regional Park District	(510) 881-1833	
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
TEL	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	
E/B/L/C	Bill Nichols	East Bay Regional Park District	(925) 228-0112	
	Mark Ragatz Shoreline Parks Manager	East Bay Regional Park District	(510) 715-7784	

### 2-608 - A Site Strategy - Shore Acres Marsh

County and Thomas Guide Location

County and Thomas Guide Location NOAA CHART

Contra Costa SUISUN BAY 18658/18556/18656

2-608 -A

Latitude N Longitude W

3 8 08 121 58.8 Last Page Update: 10/1/2005

### **CONCERNS and ADVICE to RESPONDERS:**

This is a sensitive saltmarsh with endangered plants and animals. Primary concern is to prevent oil from being carried into the marsh though tidal openings by using exclusion booming. Also of concern is oiling of the marsh front when tides flood the marsh front. Responders should make an effort to minimize trampling of vegetation and be aware that tiny endangered plants and animals are present. Also, don't trample oil into sediments.

### **HAZARDS and RESTRICTIONS:**

There is a channel immediately along shore, but there is a bar farther out.

### SITE STRATEGIES

Immediately along shore there is a channel which usually affords adequate depth for deployments.

<u>Strategy 2-608.1 Objective: Exclude oil from small tidal channels which admit oil to back marsh. Close deadend sloughs to reduce oil margin impacts.</u>

The tidal channels are very small. They are located about 100', 200', and 300' west from the west McAvoy entry. Each will require 25'of 4x4+ Hboom. Boom anchoring may be necessary (as opposed to staking) because bridging may admit oil at low flood. At the deadend slough near chemical plant, use 400' 4X4+ Hboom with stakes or anchors. Repeat deployment if currents or waves are likely to overtop boom. Leave trailing boom ends to insure a seal and prevent shortciruiting. Back with sorbent.

Strategy 2-608.2 Objective: Deflect oil away from shoreline and into main channel. Deflect any by-passing oil to shore capture/collection.

- a) From Middle Point deploy deflection boom at the best angle fend oil past marsh front and back into main channel.
- b) Setup a deflection to shore and a shore skimming collection system at General Chemical shoreline to intercept any oil which escapes above deflection.

Strategy 2-608.3 Objective: Marsh front protective booming: If there is threat of heavy oiling and saturation of the marsh front, and when such use will not preclude defending other sites with Strategic Objectives 5 and 6 action (seek concurrence of the trustee strategist).

When foregoing strategies are inadequate to keep oil off marshes, 8000 ft of harbor boom will be deployed along the entire marsh front to keep heavy oiling off the marsh. Multiple layers may be required if oil is washing over the first layer (second layer may then be swamp boom.) (This strategy can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California, (Hayes and Montelo, 1994).)

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	Α	nchoring	Boom	Skiffs	Skim	mers		Special	Equipment or comment	staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No	Type	No	and	kinds	deploy	tend
2-608.1	0	500		500	10	10/3/danforths & stakes	1	1						3	
2-608.2	3000				18	18/22#+ danforths + 15' chains	3	2	1 SSS	6				11	
2-608.3	8000					10/22+/danforths & stakes	4	2						16	

### **LOGISTICS**

DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

This site can be reached taking the Bay Point (Willow Pass) exit from Hwy 4 and then to Port Chicago Highway: marsh access though a locked gate (This is Concord Naval Weapons Station property). Also, via the General Chemical Plant. By water, the site is immediately west of McAvoy's Marina. This site extends from McAvoys Marina west to General Chemical Plant (just east of the chemical plant at Middle Pt) and bounded on the south by the SP RR. There are three ownerships: California Department of Fish and Game owns the parcel next to the Marina, the US Navy Concord Weapons Station owns the parcel next to the chemical plant, and the East Bay Regional Park District (EBRPD) owns the "J" channel that feeds the marsh directly north of the Bay Point Regional Shoreline.

LAND ACCESS: ALL TYPES DEPENDING ON WEATHER

WATER LOGISTICS: none

none have been identified.

Limitations: depth, obstruction Launching, Loading, Docking and Services Available:

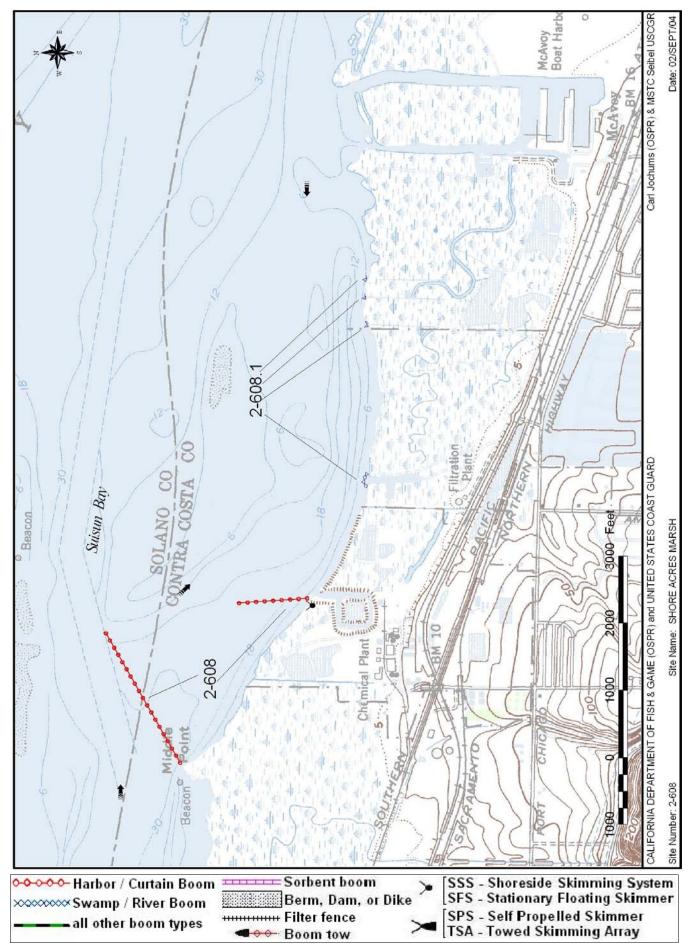
McAvoy/Harris Marina at Bay Point is immediately to the east. Martinez Marina (9 mi. W). Pittsburg Marina (6 mi. E).

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Deploy from Pittsburg, Martinez or McAvoy's marinas. McAvoy's is possible field post and staging / support site: all manner of facilities, except housing, are available, and area can be secured.

COMMUNICATIONS PROBLEMS: none known

ADDITIONAL OPERATIONAL COMMENTS:



Last Page Update: 9/4/1997

**Thomas Guide Location** Latitude N Longitude W 38 03 5 122 06

USGS Quad: NOAA Chart: SUISUN BAY 18657/18652 Benicia/Vine Hill

### SITE DESCRIPTION:

Solano

County:

This site is the shallow mud bar which begins a half mile east of the Benicia Bridge and continues to Roe Island. The shoal is an extensive mud-sand bar about a mile wide at its widest and over three miles long. Generally the sediments are firm and will support pedestrian activity. During high tides it is a navigational obstruction to all but shallow draft vessels, but during low tides extensive portions are exposed. Intertidal life here is variable depending on local salinity conditions. Waterfowl and shorebirds frequent this shoal to feed and loaf.

### SEASONAL and SPECIAL RESOURCE CONCERN

This mudflat has B-level sensitivity when birds are using it for resting and foraging. Otherwise protection is Clevel.

### RESOURCES OF PRIMARY CONCERN

This is a firm sediment mud-sand bar which is habitat for eurihaline species of invertebrates. It is feeding habitat for fish and when exposed, is resting and feeding for waterbirds and shorebirds.

Waterfowl and shorebirds here are daily transients because it is covered with water for part of each day.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
TB	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
T	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	

### 2-630 -B/C Site Strategy - Suisun Shoal

County and Thomas Guide Location

NOAA CHART

2-630 -B/C

Solano

**SUISUN BAY 18657/18652** 

Last Page Update :

38 03.5 122 06

### **CONCERNS and ADVICE to RESPONDERS:**

Primary concern is oiling birds which rest and feed on this bar during low tide. Execution of the strategy is at the recommendation of the Wildlife Operations Branch Chief only.

### **HAZARDS and RESTRICTIONS:**

The mudflat is very shallow and should be approached with caution, particularly on a falling tide.

### SITE STRATEGIES

### Strategy 2-630.1 Objective: Haze birds off exposed bar: Only at direction of Wildlife Branch Chief

This strategy may be executed at the direction of the Wildlife Branch Chief only. Stake and anchor 4 sonic devices along the bar. Attend regularly. Access at other than high tide may requirevery shallow draft vessel or airboat.

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	Anchoring	Boom	Skiffs	Skin	nmers	Sp	ecial	Equipment		staff	Staff
number	boom	boom	boom type	boom	no type and gear	boat	punts	No	Type	No	and	kinds		deploy	tend
2-630.1	0						1			4	hazinf	f devicies on f	flosting platforms	2	

### LOGISTICS

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

There is no land access. Water access is one mile east from Benicia or Martinez marinas. This site is the shallow mud bar which begins a half mile east of the Benicia Bridge and continues to Roe Island.

LAND ACCESS: after arrival by boat, you can walk on bar.

WATER LOGISTICS: EXTREME SHALLOW DRAFT AT LOWER TIDES

Limitations: depth, obstruction

Launching, Loading, Docking Benicia and Martinez Marinas (1 mi. W).

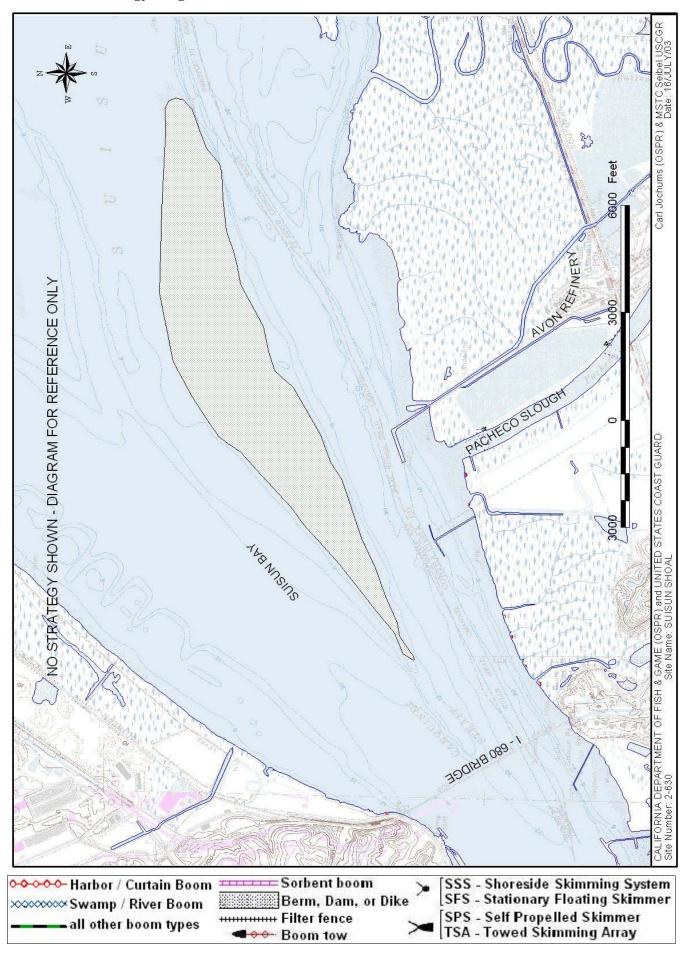
and Services Available:

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Deploy from Martinez Marina, Benicia Marina or Benicia wharf.

COMMUNICATIONS PROBLEMS: none known

**ADDITIONAL OPERATIONAL COMMENTS:** 



2-631 -A

Last Page Update: 1/1/2000

Thomas Guide Location Latitude N Longitude W 3 8 04 122 02

USGS Quad: NOAA Chart: 18656 Suisun Bay Fairfield South, Vine Hill

### SITE DESCRIPTION:

Solano

County:

This site includes all of Roe Island and is US Navy property. Roe Island is a marshy island in Suisun Bay which is predominantly a high tidal marsh with high seasonal ponds, supporting a rich diversity of marsh plants. The island has never been diked. There are two tidal channels which enable circulate from Suisun Bay to the interior of the island with multiple branches and associated wetlands. There are shallow shoals on east

and west ends. Protected margins and channels have emergent vegetation. Most of the shoreline is wave washed and eroding. Contact Concord Naval Weapons Station regarding access and biological information.

### SEASONAL and SPECIAL RESOURCE CONCERN

The marsh is "A" priority all year. Sensitive species of plants and animals occur here.

### **RESOURCES OF PRIMARY CONCERN**

The island has predominantly high marsh. Most of the shoreline is exposed to wave action and is eroding which are difficult to protect. The tidal channels can convey oil to interior areas. There are several areas around the island margin which are protected from aggressive waves and have emergent marsh vulnerable to oiling (northwest margin and east end.)

This site has diverse marsh breeding habitat for a variety of birds including the threatened black rail and the Suisun song sparrow. It is important also to migratory birds and waterfowl.

This is potential habitat for saltmarsh harvest mouse though there are no recorded collections.

Among the rich diversity of plant found here are the rare plants Mason's lileopsis and Delta tule pea.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
	Peter Baye, Ph.D. Coastal Plant Ecologist		(415) 310-5109	
	Baylands Nature Preserve Office	Baylands Nature Preserve	(650) 329-2506	
	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
	Grizzly Isl W/L Refuge	CA Dept. of Fish & Game	(707) 425-3828	
	Jerry Karr	Audubon Society, Solano County Chapter	(707) 643-7089	

### Site Strategy - Roe Island 2-631 -A

County and Thomas Guide Location Longitude W NOAA CHART Solano 18656 Suisun Bay 3804 122 02 10/1/2005 Last Page Update:

### **CONCERNS and ADVICE to RESPONDERS:**

The prime concern is to exclude oil from entering the tidal channels which lead to the interior. Secondarily, deflect oil away from exposed shoreline where oil will be washed on shore. Minimize trampling of shoreline and marsh vegetation: very small endangered plants are all along the shoreline. This island supports rich and varied plants species, but its high elevation reduces risk of oil reaching the interior of the island except on very high tides.

### **HAZARDS and RESTRICTIONS:**

Very shallow water around island limits access.

### SITE STRATEGIES

Strategy 2-631.1 Objective: Exclude oil from entering tidal channels and penetrating interior of island.

There are two tidal channels which circulate to the interior of the island with multiple branches and associated wetlands. Exclude oil from tidal channel at Northwest margin by chevron exclusion boom.

a) At the most westerly at northwest side, use 500' swamp (river) boom in a chevron "V" backed with sorbent boom. Water in this area is very shallow: airboat, hovercraft or booming on very high tides will be necessary. b) On the north side of the island at about the middle of the island, deploy 100 of 8X8+ harbor boom in an exclusion chevron "V" with ends well upstream and down stream from opening. There are pilings around the mouth, and water is fairly deep at and along this opening. Heavier anchors may be required here.

Strategy 2-631.2 Objective: Deflect booming at west end of island.

Deflection Booming: Deploy 3000 of harbor boom in a chevron near the west end to protect vulnerable and sensitive sites at the western end of the island by deflecting oil past the island to north and south. Use heavy anchors (75 lbs.) Deploy boom as close to island as possible: there is a relatively deep channel close to the west tip.

**Table of Response Resources** 

strategy number	_	swamp boom	Other boom type	sorb boom	Ar no	nchoring type and gear	Boom boat	Skiffs punts	-	nmers Type	Sp No	ecial E	quipment kinds	(	staff deploy	Staff tend
2-631.1		600		300	6	3/12#+/danforths & stakes	0	1			٧	ery shall	ow boat, di	aft airboat or hoverc	2	
2-631.2	3000				7	7/75+/danforth + 20 heavy chain	3	1							9	

### LOGISTICS

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

Access site only by water. Roe Island is located in Suisun Bay north of the USN Concord Naval Weapons Station and is USN property. This site includes all of Roe Island and is US Navy property.

LAND ACCESS: none, access by boat & foot traffic WATER LOGISTICS: very shallow water at NW and E Limitations: depth, obstruction

and Services Available:

Launching, Loading, Docking Launching at Martinez, Benicia and McAvoy-Harris' Marinas in Bay Point, with boat services. Launch only at Tosco - Pacheco Creek and Concord Navel Weapons Station (tug wharf) by

consent only.

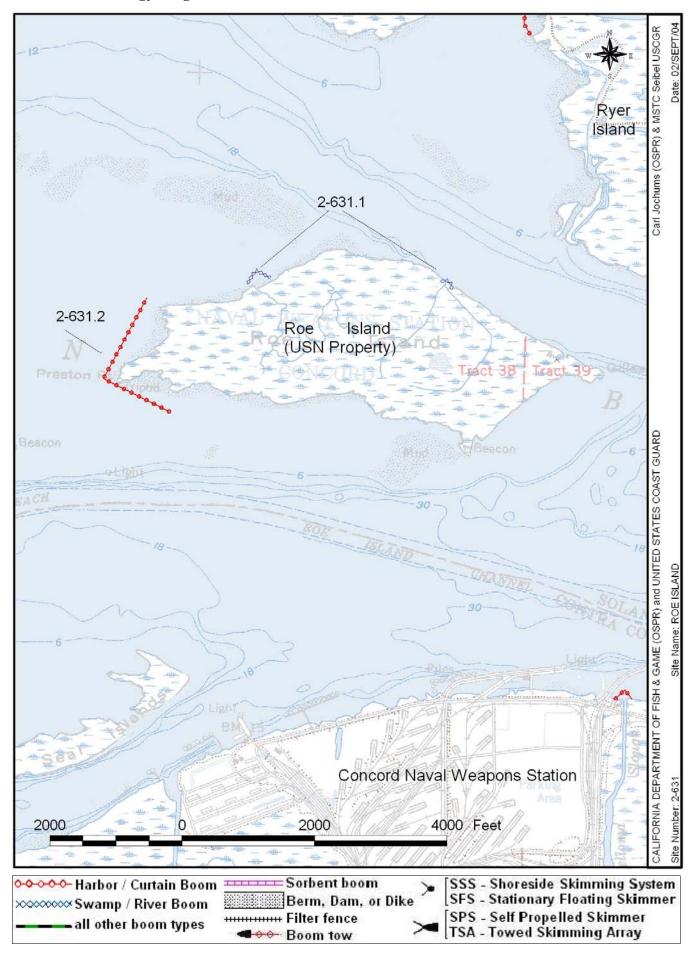
### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Deploy from Martinez Marina, Benicia Marina or from McAvoy/Harris' Yacht at Bay Point (West Pittsburg) depending on the zone of inpacts and response activity.

COMMUNICATIONS PROBLEMS: none known

ADDITIONAL OPERATIONAL COMMENTS:

2-631 -A



Thomas Guide Location Latitude N Longitude W 3 8 05 122 02

USGS Quad: Vine Hill NOAA Chart: 18656 Suisun Bay

Last Page Update: 1/1/2000

### SITE DESCRIPTION:

Solano

County:

This site includes all of Ryer Island and is a property of the US Navy. This marshy island in Suisun Bay is divided in two parts by a channel. The western end of the island is a high tidal marsh and supports a rich diversity of native marsh plants. It has never been diked or channelized. The west-most tip is wave eroded and is used occasionally as a haulout by harbor seals.

The eastern three-fourths of the island was once diked, and the interior of the island subsided. The dikes are now broken in several places, and because of the subsidence, strong tidal currents fill and empty the interior with every tide. This eastern portion is a flooded maze of tule pockets and channels with a large deep channel running east-west. The outer perimeter of the island has complicated shoreline of small marshy islands and barrow channels. There are mature trees on the levees particularly at the east end.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

The marsh is "A" priority all year. Sensitive plant and animal species occur here throughout the year.

### **RESOURCES OF PRIMARY CONCERN**

This island has several different habitats which are vulnerable to oil impacts and collateral impacts from response. The west end and the fragmented pieces left when barrow channels were excavated, high marsh habitat. This high marsh is almost undisturbed and uncommon habitat which sustains many native species. The high ground of the levees are upland habitat. The upland sustains shrubs and trees which is uncommon habitat for bird and mammals in the middle of Suisun marsh. Both the high marsh and upland are unlikely to sustain direct oil impacts due to elevation, but are vulnerable at their emergent edges and are vulnerable to trampling, activity and noise disruptions during response. The margins and interior provide extensive emergent marsh. The interior of the east portion is patches of emergent tules and convoluted channels.

The area is important to migratory waterfowl. It is also prime breeding habitat for marsh birds. Threatened bird species occur here including black rails, endangered California clapper rails, salt marsh common yellowthroat and Suisun song sparrow. A great diversity of passerines and raptors including perigren falcons use this area as winter habitat.

There is a full suite of aquatic mammals residing here, including the endangered saltmarsh harvest mouse. The westmost tip is occasionally used as a haulout by harbor seals.

Among the rich variety of flora occurring here are rare plants, including Mason's lileopsis and Delta tule pea.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Туре	Name / Title	Organization	Phone	
В		Empty		
В	Peter Baye, Ph.D. Coastal Plant Ecologist		(415) 310-5109	
TB	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
T/B	Kathy Hieb Senior Fisheries Biologis	CA Dept. of Fish & Game, Bay/Delta	(209) 948-6078	
В	Niall F. McCarten, Ph.D.	Jones & Stokes Associates, Inc.	(916) 737-3000	

2-632 -A

County and Thomas Guide Location Longitude W NOAA CHART Solano 18656 Suisun Bay 3 8 05 122 02 1/15/2007 Last Page Update:

### **CONCERNS and ADVICE to RESPONDERS:**

The main concern is the potential for oil to be carried into the interior of the islands particularly eastern Ryer Island: on east Ryer there is a strong flood flow into the island though openings on the north, the south, the east and the west. The north opening and west opening are most likely to have oil entries. Also of concern is the oiling of the emergent vegetation on the margins and surrounding small islands: closing sloughs and openings will reduce the amount of marsh exposed. There are rare plants and threatened species here; so avoid trampling vegetation and trampling oil into sediments.

### **HAZARDS and RESTRICTIONS:**

There are extreme shallows and obstructions around these islands.

### SITE STRATEGIES

Strategy 2-632.1 Objective: Exclude oil from entering east section of Island though levee breaks and penetrating the west section interior via tidal inlets.

Primary concern is excluding oil from east Ryer Island. West Ryer Island should come after. Most actions require very shallow operations, and at least one very shallow draft boom boat is necessary. Target time is 2 hours for deployment:

On east Ryer Island are four major openings and plus some smaller inlets.

- a) North off Suisun Cut: Use chevron configuration (600' 9X9+ Hboom with 3 22#+ anchors and stakes) to exclude oil from a large gap in the levee. There are four narrow opening to the east of the break, each requiring 100' of 4X4+ and 1/5#+ anchors and stakes each. Back with sorbent (1000')
- -The cross cut island cut may need booming at north end: 200' of 9X9 at the north end. 200' sorbent.
- b) West end: All require very shallow operations. Back with sorbent 500.
- Exclude oil from two small opening just east of cross island channel 50' and 100' of 4X4+ each with 1-5#+ anchor and stakes in a chevron "V" exclusion. Set "V" apex and stakes as far from current opening as possible.
- Exclusion chevron "V" in the larger channel immediately to south, with 350' 9X9+ Hboom with 22#+ anchors & stakes.
- 100 yds south of that location is an opening between along-shore islands, boom with 100' 4X4 river (swamp) boom staked in place. (no sorbent necessary.)
- c) South shore: two openings a wide funnel opening fronted with pilings and submerged pilings: deploy Chevron "V" exclusion with 400' 9X9+ Hboom with anchors to keep boom off the pilings. Back with 200' sorbent. Exclude oil from second opening about 200 yds east: 100' 4X4+ boom. Back with 50' sorbent.
- d) East end: Chevron "V" exclusions of four openings though outer fringe islands: two most easterly opening 350' and 150' 9x9+ (both with 22# danforths), two south easterly side 150' and 150' of 4X4+ boom (both with 5#+ mid channel anchors). Back with 600' sorbent.

On west Ryer Island are four tidal inlets. These require extremely shallow operations.

- e) Near the northwest tip just east of Garnett Pt is a funnel mouth slough: 200' 4X4+ swamp (river) boom staked in place and 100' sorbent.
- f) on the south side, Chevron "V" exclusions using 4X4+ boom 150' at the cross island cut and slough immediately to the west and further west 100' at each of two other sloughs. Back with sorbent.

Strategy 2-632.2 Objective: Deflect oil away from seal haulout at northwest tip.

deflect oil past north west tip using 400' of 9X9+ Hboom. At least four heavy anchors will be necessary to hold the boom in position in this wave washed area.

Strategy 2-632.3 Objective: Reducing south shore impacts by closing barrow channel inlets.

Closing barrow channel inlets can reduce oil exposure to the south margin by about 1/2. If oil is likely to impact south side of Ryer Island, close openings to barrow channels. 3000' 4x4+ boom with stakes and occasional anchors.

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	Α	Anchoring Bo		Skiffs	ffs Skimmers		Special Equipment				staff	Staff
number	nber boom boom type boom		no	type and gear	boat	punts	No Ty	ре	No	and	kinds		deploy	tend		
2-632.1	.1 2200 1700 3000		3000	30	15/22#+& 15/5#+/danforth, 20 stakes	4	3			1	very sh	nallow draft boat	s & 18 flags	18		
2-632.2	400	400		4 4/22+/danforhts + 20'+ chain										3		
2-632.3	0	3000			5	5/12+/ anchors + 40 stakes	1	1			b	oats - v	ery shallow draf	t	4	

### LOGISTICS

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

There is no land access. By water, Ryer Island is located about a mile north of the Naval Weapons Stations piers in Suisun Bay. The Island is about six miles northeast from Martinez and about four miles northwest from McAvoy's. North and south margins are deep. Wherever channels cross old levee, there are obstructions. Interior channels are all very shallow but may be traversed with outboards when tides high. This site includes all of Ryer Island and is a property of the US Navy.

LAND ACCESS: foot traffic only and extremely difficult WATER LOGISTICS: North and south margins deep; channels shallow & obstructions

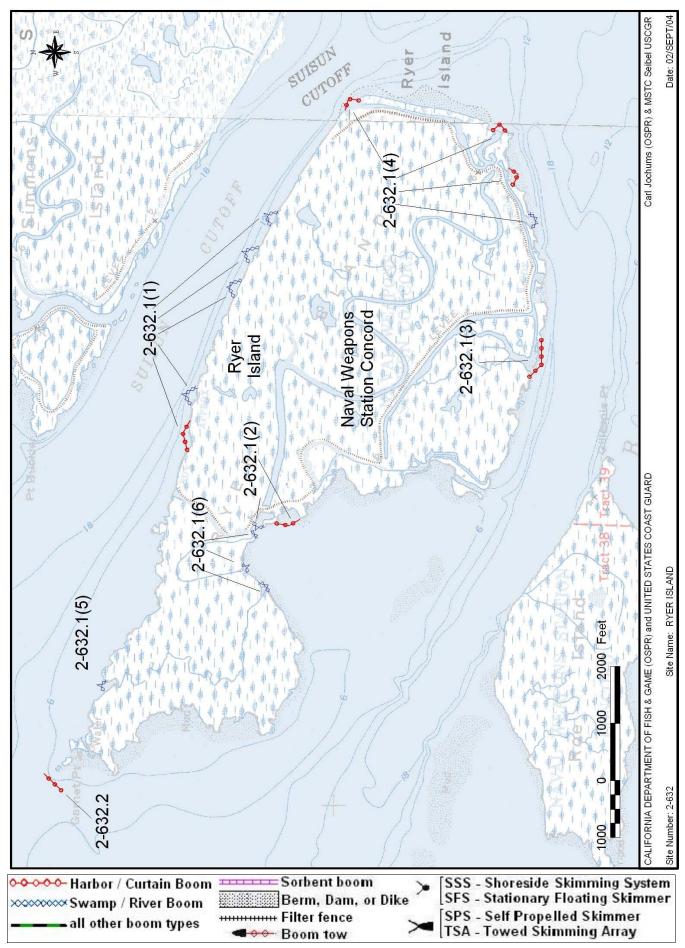
Limitations: depth, obstruction

Launching, Loading, Docking Nearest launch is McAvoys (4 miles) or Martinez -Benicia (7 miles). All have good services. and Services Available:

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Either Martinez, Benicia, or McAvoys (Bay Point) have good facilities for field outposts. All have good support and security potential. Martinez has widest variety of support services.

COMMUNICATIONS PROBLEMS: none known



the main channel has pilings. The east tip is wave-washed beach.

Last Page Update: 10/1/2005

Thomas Guide Location Latitude N

Longitude W 38 03.7 County: 121 59 Solano

NOAA Chart: SUISUN BAY 18656/18657/18658

SITE DESCRIPTION:

USGS Quad: Honker Bay

This site is an island in the middle of Suisun Bay between Roe Island and Chipps Island. It is Concord US Weapons Station Property. This low island is surrounded by marshy margins. It is the east tip of a long mud shoal named Middle Ground. The west and north side have extremely shallow waters. The south side along

#### **SEASONAL and SPECIAL RESOURCE CONCERN**

All marshes have A-protection priority at all times.

#### **RESOURCES OF PRIMARY CONCERN**

This is a sandy/mud emerging bar with extensive tule margins on west and east which are suitable for marsh birds and waterfowl. Its size and isolation result in transient use for many species.

The marshy margins are prime marsh bird and waterfowl habitat. No sensitive bird species have been recorded here.

The emergent marshes here are typical tule-sedge mix.

Several sensitive plants may occur here: Mason's lilaeopsis, Suisun marsh aster.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

# KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone
TB	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800
В	Phillis Faber		
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260
В	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581
BLE	Richard Pieper Director	US Navy, Concord Naval Weapons Station, Environ	(925) 246-4011

#### Site Strategy - Middle Ground Island 2-633 -A

County and Thomas Guide Location Longitude W NOAA CHART Solano SUISUN BAY 18656/18657/18658 38 03.7 121 59

#### **CONCERNS and ADVICE to RESPONDERS:**

The strategy is intended to protect this marshy island by deflecting oil away. Responders should avoid trampling vegetation because rare plant species are present. Avoid trampling oil into sediments.

#### **HAZARDS and RESTRICTIONS:**

The south side has pilings and submerged pilings. The north and west side are extremely shallow: the island is the emergent tip of a shallow mud bar.

### SITE STRATEGIES

This is a small marshy Island with extreme shallows on the north and west side.

Strategy 2-633.1 Objective: Flood tide deflection if oil threatens from SW: only when other larger sites are assured protection

Deploy 1500'8X8+ deflection boom SW from the island with a slight deflection to move oil past island and back into channel.

Strategy 2-633.2 Objective: Flood tide deflection if oil threatens from NW: only when other larger sites are assured protection

Deploy 1500' 4X4+ north and northeast to deflect oil past island and back into north channel. Stake and anchor in place. This area is extremely shallow and only very shallow draft vessels can deploy here and deployment should be scheduled for high tides.

**Table of Response Resources** 

	<u> </u>	<b>0</b>	<u> </u>												
strategy	harbor	swamp	Other	sorb	Ar	nchoring	Boom	Skiffs	Skimn	ners	Sp	ecial I	Equipment	staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No 1	Туре	No	and	kinds	deploy	tend
2-633.1	1500				4	4/22#+ danforths & chain	2	1						8	
2-633.2	0	1500			4	4/12+/danforhs & stakes	1	2						7	

#### LOGISTICS

#### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

There is no land access. Water access only: the site is one mile northwest from McAvoy's Marina at channel marker G 21. This site is an island in the middle of Suisun Bay between Roe Island and Chipps Island. It is Concord US Weapons Station Property.

LAND ACCESS: no land access. foot traffic at site only. **WATER LOGISTICS:** Extreme shallows. Beware of pilings.

Limitations: depth, obstruction

Launching, Loading, Docking McAvoy/Harris Marina at Bay Point is immediately to the east. ģ□Martinez Marina (9 mi. W).

Pittsburg Marina (6 mi. E). and Services Available:

## FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Deploy from Pittsburg, Martinez or McAvoy's marinas. McAvoy's is possible field post, as well as a resupply point. All manner of facilities, except housing, are available. Area can be secured.

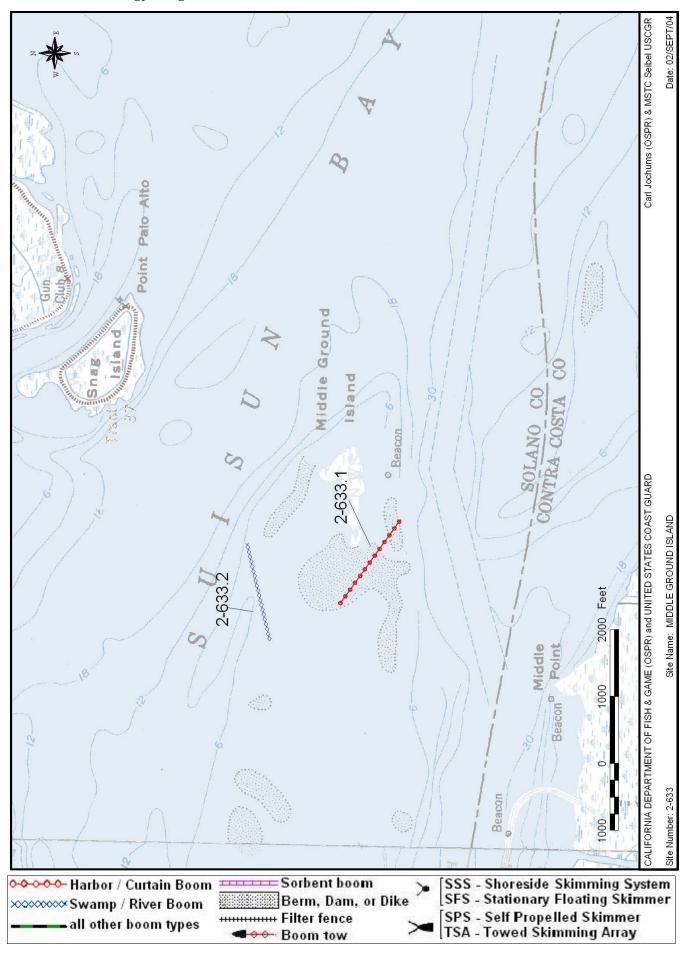
**COMMUNICATIONS PROBLEMS:** none known

ADDITIONAL OPERATIONAL COMMENTS:

2-633 -A

Last Page Update:

10/1/2005



2-651 -A

Thomas Guide Location Latitude N Longitude W 3 8 04 122 11

USGS Quad: Benicia NOAA Chart: 18656 Suisun Bay

Last Page Update: 7/1/2005

### SITE DESCRIPTION:

Solano

County:

The site extends from Dillon Point to the unnamed point (with dwellings) just west of Commodore Jones Point. Most of the site is Southampton State Park though some is in private or roadside right-of-way in the most easterly portion. Southampton Bay is shallow bay open to Carquinez Strait with a large prograding wetland. The bay is very shallow and is an extensive mudflat at low tides. The margin of the bay is tule-sedge. The back marsh is saltgrass and pickleweed grading to freshwater marsh in those portions receiving freshwater flow from the surrounding drainage and creek. Remnants dikes in the easterly mudflats are covered with water except at low tides.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

The marshes are an "A" priority all year.

### **RESOURCES OF PRIMARY CONCERN**

This is a large tidal marsh (80+ acres) fed by a stream from land and a tidal slough. The marsh is saltmarsh in the front and freshwater marsh in the rear. There is high ground around the margins. The entire marshfront has extensive mudflats which are exposed for a hundred+ yards at lower tides.

The marshes are habitat for the endangered California clapper rail, the threatened California black rail. This is breeding habitat and wintering habitat for many species. In the winter, cavasback ducks are common.

The endangered salt marsh harvest mouse probably occurs here.

#### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

# KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
L	City Of Benicia	Benicia, City of		
ELBO	Benicia State Recreation Park HQ	CA Dept. of Parks & Recreation	(707) 938-1519	
В	Phillis Faber			
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
В	Jerry Karr	Audubon Society, Solano County Chapter	(707) 643-7089	

#### **Site Strategy - Southampton Bay** 2-651 -A

County and Thomas Guide Location Longitude W NOAA CHART Solano 18656 Suisun Bay 3 8 04 122 11 10/1/2005 Last Page Update:

#### CONCERNS and ADVICE to RESPONDERS:

This very shallow bay has extensive sensitive marshy shoreline, which if oiled, would be nearly impossible to clean or rehabilitate. The intent is to keep oil out of the bay by deflection or, failing that, by exclusion/protection booming along the marshfront. Respond in shallows only at high tide with very shallow boats or airboat/hovercraft. Avoid trampling vegetation and beware of trampling oil into muds. This is a state park.

# **HAZARDS and RESTRICTIONS:**

The bay is extremely shallow at its margins and recesses. There is a remnant of an old dike extending from the land to the east side of the bay (near the dwellings). Aircraft beware of high power wires in the area.

#### SITE STRATEGIES

Strong currents flow close to shore at Dillon Pt. An eddy often forms just west of Dillon Pt. Waters in the Strait are very deep. In the bay, waters near shore are very shallow: note hazards.

Strategy 2-651.1 Objective: On Flood tide, deflect boom past the site on the current contour line.

Deflection Booming: To keep oil in the main channel where it is accessible to the skimmers, deploy 1200 ft of deflection boom extending easterly along the 20 foot isobath from Dillon Point to deflect oil away from Southampton Bay and back into Carquinez Strait on the flood tide. Deflection boom should also be deployed to the east of Southhampton Bay to deflect oil away from the Bay and into Carquinez Strait during the ebb tide. Benicia Point appears to be a logical location from this boom. Recommended 600 ft of boom be deployed along the southeast side of the islands off this point and extend 600 ft northwesterly (285-T) from Daymark #23 along the 20 foot depth line.

Strategy 2-651.2 Objective: Protective booming of marshy exposure. The main focus of protection should be the inner marsh.

Deploying swamp boom (4x4+) deep into Southhampton Bay with shallow water craft. In addition, an alternate strategy would be to deploy exclusion boom (swamp boom or tidal barrier boom) between the vicinity of Dillon Point and the eastern shore of Southhampton Bay. It is estimated that 3.200 to 5,000 ft of boom would be required to exclude oil from the wetlands of Southhampton Bay. A strategy for deployment of exclusion boom can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California (Hayes and Montello, 1994)

### Strategy 2-651.3 Objective: Shoreline containment and recovery with shoreside skimming

The small cove immediately west of Dillon Pt. appears to be a potential containment and recovery site. Oil and debris on the gravel beach indicate it is a natural collection point, and there is vehicle access to the beach. To assist natural collection at this point, 300 ft of deflection boom extending westerly from Dillon Pt. (Daymark #21) during the flood tide or easterly from the small unnamed point approximately 1000 ft west on the ebb may be beneficial. These short lengths of boom should be set so as to direct oil into the cove. Oil may be recovered from the water with a Shoreside Skimming System (SSS) such as an oil-mop skimmer and pumped to a fast tank on beach or other methods.

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	Ar	nchoring	Boom	Skiffs	Skin	nmers	Sp	ecial E	Equipment	staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No	Type	No	and	kinds	deploy	tend
2-651.1	1200				3	3/22+/danforths + chain	2							6	
2-651.2	0	5000		3000	6	6/22+/danforhts + chain & stakes	3	2			В	boats:	very shallow draft	13	
2-651.3	300				2	2/22+/danforth + chain	1	1	1 SS	SS				4	

#### LOGISTICS

#### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

By boat, proceed 3 miles west from Martinez Marina. By land, take the Columbus Parkway Exit off Hwy 780 and drive into Southampton Bay State Park on the south side of the freeway. There is a park roadway that goes to Dillon point. The site extends from Dillon Point to the unnamed point (with dwellings) just west of Commodore Jones Point. Most of the site is Southampton State Park though some is in private or roadside right-of-way in the most easterly portion.

LAND ACCESS: paved road around perimeter. Foot only in marsh.

WATER LOGISTICS: Extremely shallow and obstructions

Limitations: depth, obstruction

Launching, Loading, Docking Nearest launch is at Benicia public ramp 1/4 th mile east. Launch, fuel, boat services,

and Services Available: moorage at nearby marinas at Martinez, Benicia, Crockett.

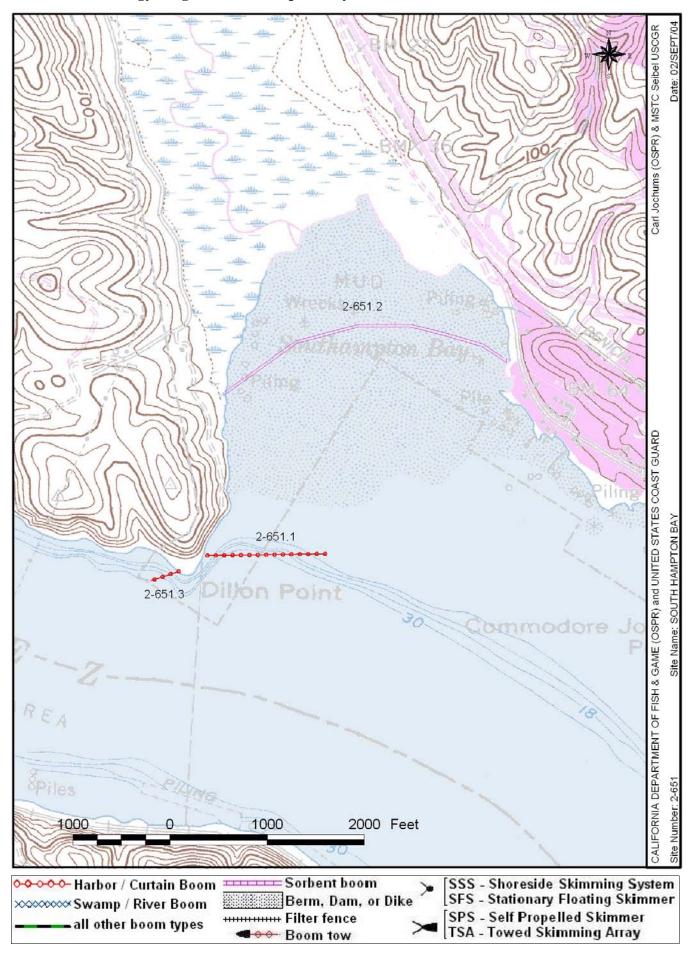
### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Staging locales: on-site at Dillon Pt, or Benicia public boat ramp. Staging areas at Benicia, Martinez, Exxon Wharf. Support services: lodging and food available at Martinez or Benicia.

COMMUNICATIONS PROBLEMS: none known

ADDITIONAL OPERATIONAL COMMENTS:

2-651 -A



Thomas Guide Location Latitude N Longitude W 38 02 7 122 09.7

Solano USGS Quad: NOAA Chart: SUISUN BAY 18657/18652 Benicia

Last Page Update: 10/1/2005

#### SITE DESCRIPTION:

County:

This site extends from the foot First Street, Benicia, and continues to the east to the Benicia Warf. The site is on both sides of the Benicia Marina. This is an elongated pickleweed-saltgrass marsh. The front of the marsh has a beach berm which separates the marsh behind from all but highest tides. Tidal exchange volume is small. There are several small tidal inlets which are mostly obstructed with vegetation. There is also a tide gate on the marina breakwall which admits tidal exchange to the marsh from the marina to the tug pier at 5th Street. The marsh front is sedge mix; the main marsh is saltgrass and pickleweed. Ownerships include City and private holdings.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

Marshy areas have A-protection priority at all times.

#### RESOURCES OF PRIMARY CONCERN

The outer marsh margin is a storm berm which has mostly sedges and rushes. The back marsh is mostly pickleweed with saltgrass. The outer margin is a combination of wave-washed eroded shoreline and pocket beaches. About half the shoreline has shallow tidal flats, particularly the east half.

The marshy margins and inner marsh are habitat for marsh bird and waterfowl year-round. Suisun song sparrow and Suisun common yellowthroat have been found in this vicinity. There are always about a hundred mallard ducks and a dozen Canada geese present at the west end. During the winter, there are typically 400-1000 golden eye and scaup species and other water birds rafting between the tug dock and the wharf.

Typical semi-aquatic marsh mammals use this area. Saltmarsh harvest mouse may occur here.

Sensitive plants may occur here: Suisun marsh aster.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

# KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
LE	City Of Benicia	Benicia, City of		
LE	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
В	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	
В	Mary Shaw	CA Native Plant Society, Solano President	(707) 747-5481	

# 2-652 - A Site Strategy - Benicia Marsh

County and Thomas Guide Location

NOAA CHART SUISUN BAY 18657/18652 Latitude N Longitude W 38 02.7 122 09.7

Last Page Update:

2-652 -A

10/1/2005

#### **CONCERNS and ADVICE to RESPONDERS:**

Primary concern is transport of oil to inner marsh and oiling of emergent marsh front. The strategy is to close the few small tidal inlets. If oil is crowded along shore, the marsh front may need protective booming or be used to collect at the designated locales. Avoid trampling marsh vegetation or tracking oil into marsh front or sediments.

#### **HAZARDS and RESTRICTIONS:**

This shoreline is shallow and has obstructions.

#### SITE STRATEGIES

Solano

Ebb currents are very strong and tend to be away from the Valero Wharf and shoreling and toward the center channel. Near shore are shallow mudflats.

#### Strategy 2-652.1 Objective: Exclusion boom tidal inlets.

There are a half dozen small, low current tidal inlets. Each can be closed by staking 10' or 20' boom segments with sorbant backing depolyed by a team on foot from land or water. There is also a tide gate on the east Benicia Marina channel bulkhead which must be closed to exclude oil from the marsh to the east. An alternaitve measure is to close tidal inlets with fill (which requires notification of BCDC and US Corps Engineers) Strategy 2-652.2 Objective: Protective booming of entire marsh front: When heavy or continuous re-oiling is emminant and deployment will not preempt other urgent need.

Set 4X4+ boom and sorbant boom as close to marshfront as possible with available shallow draft vessels. Stake and anchor in place. This strategy can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California. (Hayes and Montelo, 1994).

**Table of Response Resources** 

	<u> </u>	900													
strategy	harbor	swamp	Other	sorb	Anch	Anchoring		Skiffs	Skimme	rs	Spe	cial E	quipment	staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No Ty	эе	No	and	kinds	deploy	tend
2-652.1	0	150		150		20 stakes								2	
2-652 2	0	5000		1000	8	8/22+/danforths & stakes	2	1			Rh	oat: ve	erv shallow dr	aft 8	

### **LOGISTICS**

#### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

There is land access from I-780: exit at either East 5th Street and proceed to Bay or exit at East 2nd Street and proceed via First Street to bay front. Water access: the site is on both sides of the Benicia Marina breakwater across from Martinez Marina. This site extends from the foot First Street, Benicia, and continues to the east to the Benicia Warf. The site is on both sides of the Benicia Marina.

LAND ACCESS: ALL TYPES AT ACCESS POINTS, ELSE FOOT

WATER LOGISTICS: SHALLOW DRAFT AT SHORE

Limitations: depth, obstruction

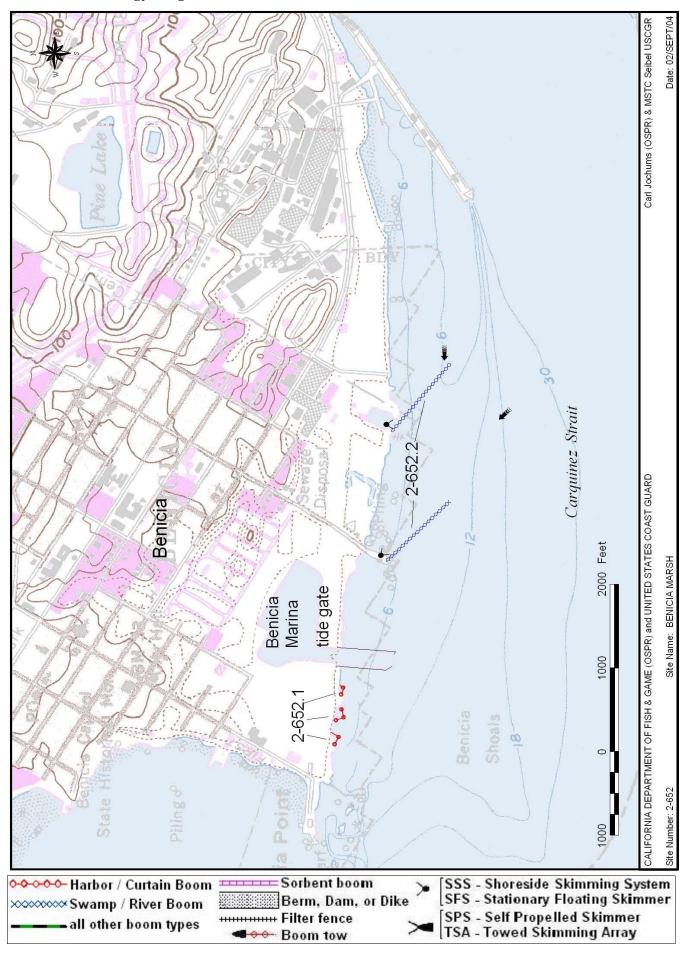
Launching, Loading, Docking Benicia Marina on site. Martinez Marina (1 mi. S).

and Services Available:

#### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Stage at Martinez Marina, Benicia Marina or Benicia wharf. Full services are available in both communities.

COMMUNICATIONS PROBLEMS: none known



Last Page Update: 7/1/2005

Thomas Guide Location Latitude N Longitude W 3804 122 07

NOAA Chart: SUISUN BAY 18657/18652

### SITE DESCRIPTION:

Solano

Benicia/Vine Hill

County:

USGS Quad:

This site begins near the Benicia Bridge and continues for about three miles to Suisun Slough. This site is a partially diked wetland with an encroaching emergent tule marsh on its bayward margin. The half of marsh behind the levee is a California State wildlife refuge (part of Grizzley Island Wildlife Refuge system) and other the half north of Lake Herman Rd is owned by private gun clubs. The leveed portion is a combination of pickleweed and tule/sedge. The accreting marshfront on Suisun Bay is extremely shallow and is a successional cline from mudflats to tule marsh to tule thicket. In some places the accreting tule marshfront is over a hundred yards wide. The historic levee is open at several locations, and one creek, Sulfur Springs Creek, flows through it from the industrial park inland.

#### **SEASONAL and SPECIAL RESOURCE CONCERN**

This marsh has A level protection priority at all times.

### RESOURCES OF PRIMARY CONCERN

This marsh has high priority at all times. The foremost concern is spread of oil to the inner high marsh though tidal channels and Sulfur Springs Creek. Oiling of the emergent marsh margin and frontage is of similar importance.

Waterfowl, shorebirds and marsh birds use this area for breeding and feeding and wintering, and the site is managed as a waterfowl refuge. Bird Sensitive Species include threatened black rail, endangered California clapper rail, Suisun common yellowthroat and Suisun song sparrow.

The endangered Saltmarsh harvest mouse and a wide variety of semi-aquatic mammals occur here including: muskrat, beaver, mink, river otter, raccoon.

Special Status plant species occurring here include Suisun marsh aster and Delta tule pea.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
В	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
BTEL	Grizzly Isl W/L Refuge	CA Dept. of Fish & Game	(707) 425-3828	
TB	Jerry Karr	Audubon Society, Solano County Chapter	(707) 643-7089	
В	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	
В	Mary Shaw	CA Native Plant Society, Solano President	(707) 747-5481	

# 2-654 - A Site Strategy - Goodyear Marsh

County and Thomas Guide Location NOAA CHART Latitude N Longitude W Solano SUISUN BAY 18657/18652 3 8 04 122 07

#### **CONCERNS and ADVICE to RESPONDERS:**

This is a very sensitive site with endangered species. Because of the shallows and great sensitivity it will be extremely difficult to cleanup or rehabilitate. The two main concerns are oiling of the inner marsh via Sulfur Springs Creek and four other openings to inner sloughs. The more difficult problem is oiling and cleanup disturbance of the marshy margin. Avoid trampling marsh vegetation or tracking oil into marsh front or sediments. Large portions of this site are California Department of Fish and Game Wildlife Refuge.

### **HAZARDS and RESTRICTIONS:**

The marsh is fronted by very shallow mudflats.

#### SITE STRATEGIES

The extreme shallows at the marsh front limits work to those times when tides are high enough to allow operations.

Strategy 2-654.1 Objective: Exclude oil from all tidal sloughs, inlets, and Sulfur Springs Creek to keep oil out of back marsh.

Stake and anchor 200'4X4 boom in chevron at the four mouth entry points: Sulfur Springs Creek, 2 channels each opposite the two southerly rows of ships, one opening just north of MARAD pier, and opening at north end. Back with sorbent boom. This is extremely shallow water and will require action at higher tide or with airboat or hovercraft.

Strategy 2-654.2 Objective: Deflect to collection: When heavy oiling/reoiling is a threat on incoming tide with a southerly wind, intercept along shore oil and direct to collection.

Divert moving oil to collection skimming. Deploy 1000' 8X8' in deep water and 1000' 4X4+ boom in shallows to drive oil to shore. Set up Shoreside Skimmer near or at shore to collect near foot of Benicia Bridge. If oil is travelling off shoreline, set boom to deflect oil away from shore to main channel to floating skimmer. Repeat at MARAD pier as necessary. Waters near shore area very shallow which may necessitate assistance from shore. Strategy 2-654.3 Objective: Protection booming if oil continues to threaten marshfront, deploy protective

<u>Strategy 2-654.3 Objective: Protection booming if oil continues to threaten marshfront, deploy protective booming as recommended in SF Inlet Study by RPI/MSRC</u>

If it appears that foregoing strategies will not keep oil out of wetlands, deploy exclusion booming along marsh front: this strategy for deployment can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California. (Hayes and Montelo, 1994). This requires 27,000' of Hboom or tidal barrier boom or swamp boom.

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	Aı	nchoring	Boom	Skiffs	Skimmers	Sp	oecial E	quipment	staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No Type	No	and	kinds	deploy	tend
2-654.1	0	1000			3	3/5#+ anchor and stakes		1		(	one airbo	at/hovercraft/shallow boat	2	
2-654.2	1000	1400		100	4	4/22+/danforths + chain & stakes	2	2	2 SSS/SP	E	Bboats: v	ery shallow draft	8	
2-654.3	0	27000			20	20/12+/danforth & stakes	8	2			Bboats: v	ery shallow draft	28	

### LOGISTICS

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

There is land access from I-680 by exiting at Industrial Park or a Lake Herman and proceeding toward the water. The land access is to a limited exposure of the marsh front. Water access is one mile north east from Benicia or Martinez marinas. This site begins near the Benicia Bridge and continues for about three miles to Suisun Slough.

LAND ACCESS: ALL ON ROADS/PIER. FOOT ONLY OTHERWISE WATER LOGISTICS: EXTREME SHALLOW DRAFT AT LOWER TIDES

Limitations: depth, obstruction

Launching, Loading, Docking Benicia and Martinez Marinas (1 mi. to W from site).

and Services Available:

#### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Deploy from Martinez Marina, Benicia Marina or Benicia wharf. The mothball fleet wharf is also an all-service pier with crane. Stage at Martinez Marina, Benicia Marina or Benicia wharf. Full services are available in both communities.

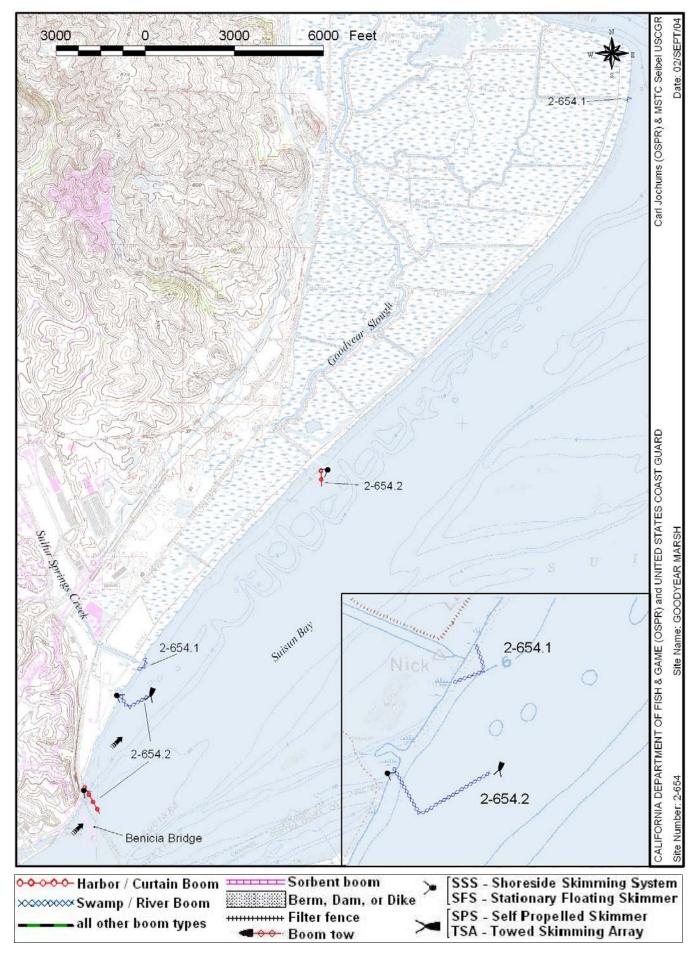
COMMUNICATIONS PROBLEMS: none known

ADDITIONAL OPERATIONAL COMMENTS:

2-654 -A

Last Page Update:

10/1/2005



### 2-655 -A Site Summary- Joice Island, Suisun Slough, and Montezuma Slough 2-655 -A

Thomas Guide Location Latitude N

3 8 08

Longitude W

122 04

County: Solano

USGS Quad: Fairfield South, Vine Hill

NOAA Chart: 18656 Suisun Bay

Last Page Update: 1/1/1994

#### SITE DESCRIPTION:

This site includes the mouth of Suisun Slough and Montezuma Slough and the marshy tip of Joice Island at the northeast corner of Grizzly Bay. Between the two slough mouths is Joice Island. The southern tip of Joice Island is undiked marshland with numerous channels connect it with Grizzly Bay. While the marshy tip is a large natural wetland, the greater concern is the strategic importance of these two great tidel sloughs. These two sloughs are the main tidal avenue for all of Suisun Marsh, the largest wetland of California. These two waterways could become conduits for oil conveyance to the extremes of Suisun Marsh. There are miles of branching channels between the diked marshes and at times when tide gates are open (particularly in the fall and winter) to the vast acres of duck club and wildflife refuge marshes behind the island levees. Most of Suisun Marsh is owned by duck clubs or is part of the Californian Deptment of Fish and Game Grizzly Island Wildlife Refuge system. Joice Island has become a public property and is being operated for marsh research.

#### **SEASONAL and SPECIAL RESOURCE CONCERN**

The marsh is "A" priority all year. The area supports endangered species and is very important to migratory waterfowl.

### **RESOURCES OF PRIMARY CONCERN**

Primary habitats at risk are those up-channel which would be threatened if oil were to enter the sloughs. The marsh at the tips of Joice and Grizzley Islands is unleveed and in a near natural state. The margins of Montezuma and Suisun Slough are emergent marsh.

The area is of major importance to migratory waterfowl and to marsh bird and waterbird breeding. Special Status Species include endangered California clapper rail, threatened black rail, Suisun song sparrow, and saltmarsh common yellowthroat. An even wider variety of waterfowl, waterbirds, shorebirds, passerines, raptors, and other birdlife winter here.

The saltmarsh harvest mouse is found throughout these marshes. Semiaquitic species like mink, otter, beaver, etc., occure thoughout the area.

endangered fish, including delta smelt and winter run chinook pass though these waters.

Several rare plants also live here: delta tule-pea, (Lathyrus jepsonii spp jepsonii), soft bird's beak (Cordylanthus mollis ssp. mollis), and Suisum aster (Aster chilensis var. lentus)

#### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
В	Peter Baye, Ph.D. Coastal Plant Ecologist		(415) 310-5109	
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
BTEL	Grizzly Isl W/L Refuge	CA Dept. of Fish & Game	(707) 425-3828	
В	Jerry Karr	Audubon Society, Solano County Chapter	(707) 643-7089	
В	Jan Knight	US Fish and Wildlife Service	(916) 978-4866	
В	Mary Shaw	CA Native Plant Society, Solano President	(707) 747-5481	

# 2-655 - A Site Strategy - Joice Island, Suisun Slough, and Montezuma Slough

County and Thomas Guide LocationNOAA CHARTLatitude NLongitude WSolano18656 Suisun Bay3 8 08122 04

#### **CONCERNS and ADVICE to RESPONDERS:**

This site is the mouths of Suisun Slough and Montezuma Slough where oil entry would result in exposure to miles of marsh. Between these two slough mouths is sensitive marsh with small tidal channels leading into the unleveed marsh. The objectives in order of importance are: 1) are to exclude oil from entering the major sloughs, 2) to close the small tidal sloughs near the mouths of the big channels, and 3) to protect exposed margins from oiling. Responders should avoid trampling marsh vegetation and tracking oil into marsh and sediments.

#### **HAZARDS and RESTRICTIONS:**

Shallows.

#### SITE STRATEGIES

Strategy 2-655.1 Objective: Exclude from minor and major sloughs: deflect to collection Suisun and Montezuma Slough mouths and chevron exclusion at tidal inlets.

- a) At Suisun and Montezuma Slough mouths: exclude oil by deflection to collection. From the shoreline, deploy collection boom arms to collection by stationary floating skimmer (SFS) or self propelled skimmer (SPS) positioned in the channels. About 2000 ft of 8X8+ harbor boom will be needed for Suisun Slough and about 1700' for Montezuma Slough
- b) At the tip of Joice Island, there are nine or more tidal inlets to the marsh at the tip of Joice Island between Montezuma and Suisun Sloughs. To exclude oil, deploy swamp boom (4X4+) in a chevron "V" outside the mouth of each opening: using skiffs, anchor the midpoint and stake or anchor the ends at the shoreline outside the channel mouths. 50' lengths will be needed for most openings. About 800 ft of boom will be needed for this deployment.

Strategy 2-655.3 Objective: Protective booming of undiked tip of Joice Island

Protective Booming: If it appears that other strategies will not keep oil out of the wetlands recommend that exclusion boom be deployed along the face of the marsh where feasible. The portion of Joice Island lying between the entrances to Suisun and Montezuma Sloughs is a high priority for such protection. It is estimated that 8,000 to 9,000 ft of exclusion boom will be required to exclude oil from the undiked wetlands at the south end of Joice Island. A strategy for deployment of exclusion boom is illustrated in Potential Oil-spill Protection Strategies for San Francisco Bay, California (Hayes and Montello, 1994)

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	And	choring	Boom	Skiffs	Sk	immers	Sp	ecial E	Equipment	staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No	туре Т	No	and	kinds	deploy	tend
2-655.1	3700	800			9	9/22+/danforths + chain	6	2	2	SFS or				14	
2-655.3	9000				15	15/22+/danfroths + chain	10	2						30	

### **LOGISTICS**

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

Access by water only. Iif launching from Benicia/Martinez, proceed northeast past the Reserve Fleet and into northwest corner of Grizzly Bay. From Pittsburg,, go northwest via Suisun Cut to Grizzly Bay and on the Montezuma. From Suisun/Fairfield, travel down Montezuma or Suisun Slough to their mouth on Grizzley Bay. This site includes the mouth of Suisun Slough and Montezuma Slough and the marshy tip of Joice Island at the northeast corner of Grizzly Bay.

LAND ACCESS: no land access except by foot.

**WATER LOGISTICS:** no limitations except shallow margins.

Limitations: depth, obstruction

Launching, Loading, Docking launch, fuel, moorage at Benicia & Martinez Marinas and City of Suisun. Also, lauch ramp at and Services Available: nearby Pearce's harbor.

#### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Best staging at Martinez or Benicia sites.

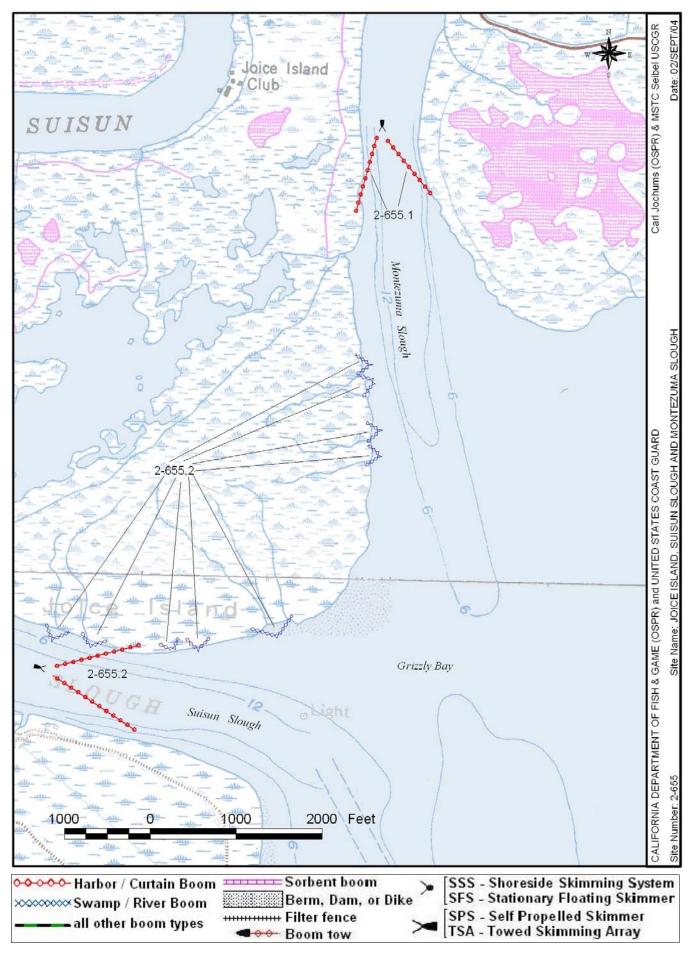
COMMUNICATIONS PROBLEMS: none known

**ADDITIONAL OPERATIONAL COMMENTS:** 

2-655 -A

Last Page Update:

10/1/2005



2-660 -A

Thomas Guide Location Latitude N Longitude W 3 8 08 122 02

County: Solano

USGS Quad: Fairfield South, Denverton NOAA Chart: 18656 Suisun Bay

Last Page Update: 1/1/1994

### SITE DESCRIPTION:

This site includes all of Grizzly Bay and the shoreline perimeter from the mouth of Montezuma Slough to Pt. Buckner. This bay is very shallow and averages less than six feet deep. It is heavily used by waterbirds, especially in the wintering period. There are about 20 open water duck blinds scatted on the bay. The entire shoreline is marshy. The margins have three kinds of marsh habitat: prograding marsh which is difficult to clean or rehabilitate, eroding shores, and tidal inlets and barrow channels which have extensive exposure. Levees are relatively near the north shore (Grizzly Island) and south shore (Simmons Island). However, the northeast margin is a prograding shoreline; the tidal flats are 1000 yds wide, and the marsh between the levee and mudflat is 500 yds wide. Most of the shores are owned by adjacent duck clubs.

#### **SEASONAL and SPECIAL RESOURCE CONCERN**

The marshes are "A" priority all year. There are thousands of waterfowl on the open waters of Grizzly Bay during the winter.

#### **RESOURCES OF PRIMARY CONCERN**

There are three habitats of concern. Foremost is the open water of Grizzley Bay which is an important area for waterfowl to raft in during the winter and spring. Of equal concern is the marshes along the margin. The prograding marsh at the northeast would be difficult to clean or rehabilitate. The remaining marshy margins are eroding shores and tidal inlets and barrow channels which have extensive exposure. There are also extensive infauna communities in the mudflats and bottoms.

This area is of major importance to migratory waterfowl. At the peak of the wintering period, vast numbers of waterbirds rest and feed on Grizzley Bay, when 100,000 ducks is not uncommon. Waterfowl and marsh birds use the shoreline year-round, including the endangered California clapper rail, the threatened black rail, Suisun song sparrow, and saltmarsh common yellowthroat.

The endangered saltmarsh harvest mouse and the ornate shrew are among the wide variety of mammals found here.

Several rare plants also live here: delta tule-pea, soft bird's beak, Suisun aster.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

## KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

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TBEL	Grizzly Isl W/L Refuge	CA Dept. of Fish & Game	(707) 425-3828
В	Jerry Karr	Audubon Society, Solano County Chapter	(707) 643-7089
В	Jan Knight	US Fish and Wildlife Service	(916) 978-4866
В	Mary Shaw	CA Native Plant Society, Solano President	(707) 747-5481

#### **Site Strategy - Grizzly Bay** 2-660 -A

County and Thomas Guide Location Longitude W NOAA CHART Solano 18656 Suisun Bay 3808 122 02 7/1/2002 Last Page Update:

#### **CONCERNS and ADVICE to RESPONDERS:**

There are two great concerns here. First, vast numbers of ducks stay here; typically about 100,000 during the winter: ducks are very vulnerable to oil. Second, there are large sensitive marshes particularly at the northeast but also along all the margins and little side channels. The shallow water and large waves commonly encountered will make this area difficult to protect with current technology. Minimize trampling of the marsh because there are very small endangered plants and animals present.

#### **HAZARDS and RESTRICTIONS:**

This shallow bay can have dangerously aggressive waves under windy conditions. There are shallows along margins.

#### SITE STRATEGIES

### Strategy 2-660.1 Objective: Protective booming of northeast prograding marsh

Exclusion Booming: If it appears that other strategies will not keep oil out of the wetlands recommend exclusion booming be deployed across the northeastern shore of Grizzly Bay from Pelican Pt. To the nothern shore of the bay. It is estimated that 13,000 ft. of harbor or tidal barrier boom will be required to exclude oil from the wetlands at the head of Grizzly Bay. This strategy for deployment of exclusion boom can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, CA (Hayes and Montelo, 1994).

Strategy 2-660.2 Objective: Deflection at Pt. Buckler. Keep oil in the Suisun Cut channel and imped it from moving across Grizzly Bay.

Deploy 300' 8X8+ harborboom off Pt Buckler at about the 15' depth contour. Shallows near shore are a grounding threat to boom boat.

Table of Response Resources

strategy number	_	swamp boom	Other boom type	sorb boom	Anci no	horing type and gear	Boom boat	Skiffs	-	nmers	Sp No	ecial E	Equipment kinds		staff deploy	Staff tend
2-660.1	13000	200		200	26	26/22+/danforth + chain	12	2		.,,,,					40	
2-660.2	300	0	0	0	2	22#+/danforth & chain	1	0	0	(	) 5	shallow	draft boom boat -	grounding capa	1 3	

### **LOGISTICS**

#### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

Land access is from the private levee roads along the bay. They may be reached from Hwy 12 in Suisun City, then south on Grizzly Island road (contact Grizzly Island Wildlife Refuge for assistance with access). Nearest boat access is 3 miles southeast at McAvoys Marina, Bay Point (8 mi to Martinez, 8 mi to Pittsburg). Extreme shallows near shore limit traffic to very shallow draft vessels and airboats/hovercraft at lower tides. This site includes all of Grizzly Bay and the shoreline perimeter from the mouth of Montezuma Slough to Pt. Buckner.

LAND ACCESS: seasonal limitations on levees

WATER LOGISTICS: very shallow at shorelines: margins are mudflats at low low

Limitations: depth, obstruction

Launching, Loading, Docking nearest launch is Martinez, Benicia, and McAvoy's; each has fuel, moorage, and repair.

and Services Available:

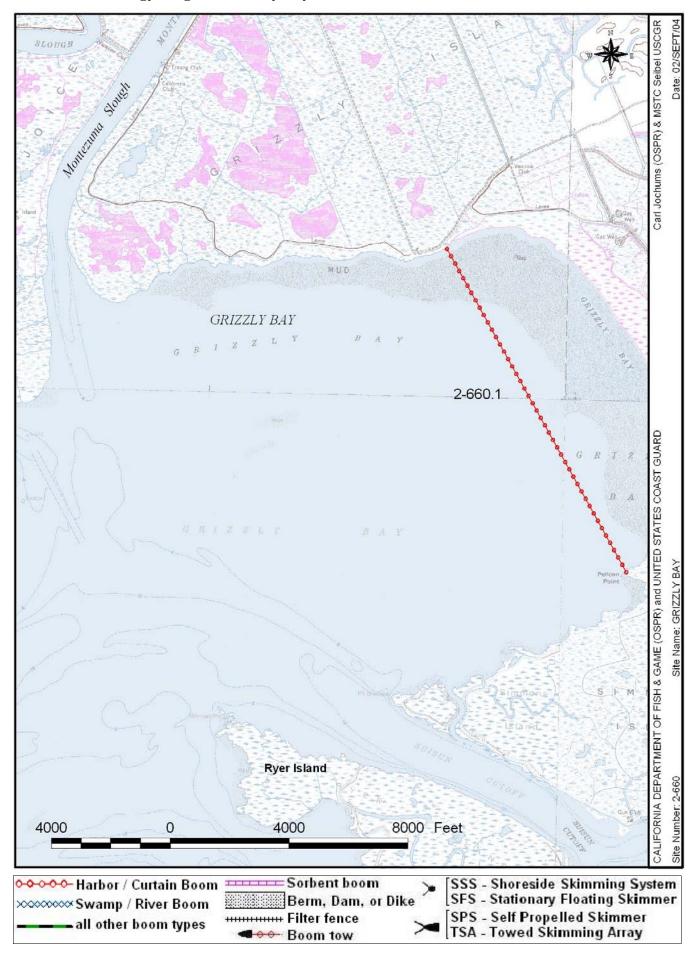
#### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Best facilities, staging, field posts are at above marinas.

COMMUNICATIONS PROBLEMS: none known

ADDITIONAL OPERATIONAL COMMENTS:

2-660 -A



 County:
 Solano
 Thomas Guide Location
 Latitude N
 Longitude W

 TG Solano
 38 05.4
 122 00

USGS Quad: Honker Bay, Vine Hill NOAA Chart: SUISUN BAY 18658/18652/18656

Last Page Update: 9/4/1997

#### SITE DESCRIPTION:

This site includes the 4 miles of bay frontage on Suisun Cutoff and berm islands of Simmons Island from Noyce Slough on the east to Pt. Buckler. There are several land ownerships - all are duck clubs. This location is also strategic as a pathway for oil to move from west Suisun Bay to the extensive marshes of Honker Bay and nearby locales via Suisun Cutoff. Suisun Cutoff is very deep.) USGS drifter studies have demonstrated how surface currents of western Suisun Bay funnel though this deep channel on flood tides. Simmons Island itself is a large diked island which is maintained for duck hunting. The dike is riprapped. Some of the margin has a barrow channel separating the historic marsh front from the current island levee, resulting in extensive marshy margins. Although there is some emergent marsh along the ripped island levee, the outer perimeter is a premium strip of native marsh. The barrow channel is open to the bay at multiple points. Wave action here tends to be tangential to the shoreline. There is a tide gate to the inner island sloughs at Noyce Slough.

#### **SEASONAL and SPECIAL RESOURCE CONCERN**

These marshy areas have A-protection priority at all times. Major seasonal concerns are the large numbers of waterfowl which here and in adjacent areas.

# **RESOURCES OF PRIMARY CONCERN**

These marshy areas are pristine to excellent habitat for all manner of marsh species. Oil must be prevented from entering barrow channels and interior sloughs by exclusion booming. The open bay waters both here and to the east in Honker Bay are important for wintering waterfowl. Inner island marshes are exposed to oil threats if the tide gate at Noyce Slough is open.

The marshy margins are prime marsh bird and waterfowl habitat for many species including Suisun song sparrow and possibly black rail. This area is heavily used by ducks and other water birds during the wintering season.

These emergent marshes are inhabited by semi-aquatic mammals such as river otter, raccoon, beaver and muskrat. Salt marsh harvest mouse is probably present.

Fish using these waters include adults and juveniles of the various Delta species, including sensitive species: Delta smelt, longfin smelt, and winter-run chinook; major fish stocks move though this area: salmon, steel head, green and white sturgeon, striped bass, American shad.

The emergent marshes here are typical tule-sedge mix with some cattail.

Several sensitive plants occur here: Mason's lilaeopsis, Suisun marsh aster, and soft bird's beak.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

ı ype	Name / Title	Organization	Phone	
В	Peter Baye, Ph.D. Coastal Plant Ecologist		(415) 310-5109	
В	Laurie Bidden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
TBEL	Grizzly Isl W/L Refuge	CA Dept. of Fish & Game	(707) 425-3828	
В	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	
В	Mary Shaw	CA Native Plant Society, Solano President	(707) 747-5481	

## 2-665 - A Site Strategy - Simmons Island / Suisun Cut

County and Thomas Guide Location

NOAA CHART

Latitude N Longitude W

38 05.4

2-665 -A

**TG Solano Solano** 

SUISUN BAY 18658/18652/18656

Last Page Update :

122 00 5/13/2008

### **CONCERNS and ADVICE to RESPONDERS:**

This channel, Suisun Cut, is the major avenue for oil to move to Honker Bay, Spoonbill Creek and island marshes. This is a key location because strategy-.1 is key to excluding oil from vast shorelines at this and other sites. There are marshes along the margins which are also vulnerable but of lesser strategic importance. Responders should always minimize trampling of marsh vegetation and tracking oil into marshes and sediments.

### **HAZARDS and RESTRICTIONS:**

There are shallows and obstructions along shore and inside the barrow channels.

#### SITE STRATEGIES

<u>Strategy 2-665.1 Objective: Collection/Exclusion of heavy oil flow though Suisun Cutoff, divert the oil to shore collection areas.</u>

Cascade boom across Suisun Cutoff to direct oil toward quitewaters near shore for collection. Set up shore collection/skimming system either at duck club or dock west of duck club or both. Set additional boom at shore to protect shore and trap oil once it is diverted. Currents are strong and channel is deep: heavy chain and long scope will be necessary. Anchoring skill is a must for this deployment to succeed.

Strategy 2-665.2 Objective: Exclude oil from entering barrow channels and slough entrances.

There are multiple breaks in the north shore. On Suisun Cutoff side, exclude oil from entering side channels by deploying boom across openings (a) Andy Mason Slough - 600' 8X8+Hboom, (b) 400'+ 4X4+hboom/3seg., (c) 700' 4X4+ Hboom/6seg. On the Grizzly Bay side (d), close the through channel (Andy Mason Slough) (800' 4X4+Hboom) and the barrow channel (50' 4X4+ Hboom). (Back with sorbant as necessary). If current is carrying oil out of Suisun Cutoff at Pt Buckler, deploy Hboom (500' 8X8+) off Pt to deflect oil back into Suisun Cutoff. Leave trailing ends to shore to insure agains shortcircuiting.

Strategy 2-665.3 Objective: Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage, when resource use will not preclude defending other sites against SO 5 and 6 impacts.

If foregoing strategies are inadequate to keep oil off marshy shorelines, deploy exclusion booming around threatened marshfronts: this strategy can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California. (Hayes and Montello, 1994). This would require 6 miles of a combination of intertidal, 8X8+ Hboom, and 4X4+Hboom.

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	Ancho	ring	Boom	Skiffs	Skimmers	Special Ed	quipment		staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No Type	No and	kinds	d	eploy	tend
2-665.1	4000				15	22#+ danforth & CHAIN	4	2	2 SSS	3500' of li	ne		16	
2-665.2	1500	1950			16	16/22+/danforth + chanin	2	4		very sha	llow craft,	airboat, hovercraft et	15	
2-665.3	10000	15000			15	anchors and stakes	10	6		2 hovercr	aft/airboat	; 4 very shallow Bboat	44	

#### **LOGISTICS**

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

Land access is from the private levee roads along the bay. They may be reached from Hwy 12 in Suisun City, then south on Grizzly Island road to Grizzly Island Wildlife Refuge. For further access and entry, contact Grizzly Island Wildlife Refuge (707-425-3828) or Suisun Resource Conservation District staff (707-525-9602). Nearest boat access is 3 miles southeast at McAvoys Marina, Bay Point (9 mi to Martinez, 7 mil to Pittsburg). This site includes the 4 miles of bay frontage on Suisun Cutoff and berm islands of Simmons Island from Noyce Slough on the east to Pt. Buckler. There are several land ownerships - all are duck clubs.

LAND ACCESS: ALL TYPES WHEN LEVEES ARE DRY

**WATER LOGISTICS:** VERY SHALLOW DRAFT < 2' NEAR SHORE.

Limitations: depth, obstruction

Launching, Loading, Docking McAvoy/Harris Marina at Bay Point. Pittsburg Marina. Martinez Marina.

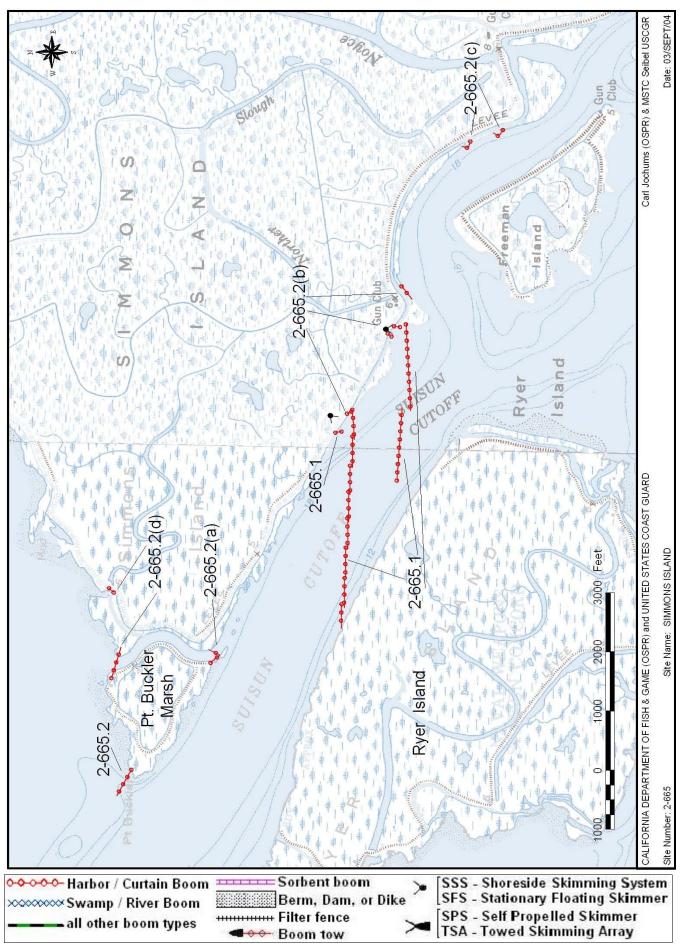
and Services Available:

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

The duck clubs have power and good small boat docking facilities.

Nearest major deployment site/field post is McAvoy's/Harris', full service marinas, or Concord Naval Weapons Station.

COMMUNICATIONS PROBLEMS: none known



Thomas Guide Location Latitude N Longitude W 38 08.8 121 59.5

USGS Quad: Honker Bay NOAA Chart: 18656 Suisun Bay/Roe Island & vicinty

Last Page Update: 9/4/1997

#### SITE DESCRIPTION:

Solano

County:

This site includes Snag and Freeman Islands which are located just south of Dutton Island and east of Ryer Island in north central Suisun Bay. Both are properties of Concord Naval Weapons Station. These two islands have emergent marsh margins. Snag is high marsh with cattails and shrubs. Freeman Island is low saltmarsh. It has an inside channel which goes all the way around the inside of the island and supplies water to the inner marsh with small channels. Tide water is admitted to this inner channel via breaks in its margin: there four breaks in the southwest shore and two on the north shore of Freeman Island. It also has a convoluted marshy shoreline.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

The marshy areas have A-protection priority at all times. Winter is a particularly important time for waterfowl.

### **RESOURCES OF PRIMARY CONCERN**

Both Islands are marshes which have great sensitivity. Freeman Island is much more vulnerable than Snag because Freeman is more vulnerable to oil intrusions to the inner marshes via multiple tideal channals and its low marshy fring. Snag Island has no tidal channels but has a marshy fringe and supports high marsh species.

There is extensive marsh bird habitat: Sensitive Species include Suisun Song Sparrow and probably black rail.

These islands are inhabited by small semi-aquatic mammals such as river otter, beaver, mink and muskrat.

Fish species using these waters include adults and juveniles of the various Delta species, including sensitive species: Delta smelt, longfin smelt, Winter-run chinook, and major fish stocks move though this area: salmon, steel head, sturgeon, striped bass, American shad.

The emergent marshes here are predominately tule, but cattails and sedges are also important.

Several sensitive plants occur here: Delta tule pea, Mason's lilaeopsis.

#### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

# KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

туре	Name / Title	Organization	Phone
	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800
	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260
	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581
	Richard Pieper Director	US Navy, Concord Naval Weapons Station, Environ	(925) 246-4011

## 2-667 - A Site Strategy - Freeman & Snag Islands

County and Thomas Guide Location NO Solano 1865

18656 Suisun Bay/Roe Island & vicinty

38 08.8 121 59.5

Last Page Update: 10/1/2005

#### **CONCERNS and ADVICE to RESPONDERS:**

These island marshes and the endangered plants and animals living there, are very vulnerable to oil damage. Primary concern is penetration of oil into the marsh via tidal channels and secondarily into emergent marsh margins. Responders should minimize trampling of marsh vegetation and avoid tracking oil into marshes and sediments. Small endangered plants and animals are present.

#### **HAZARDS and RESTRICTIONS:**

There are shallows and obstructions around and inside the island. Suisun bay can have aggressive waves.

#### SITE STRATEGIES

<u>Strategy 2-667.1 Objective: Exclude oil from entering openings to perimeter barrow channel and interior channels of Freeman Island.</u>

There four breaks in the southwest shore and two on the north shore of Freeman Island, all of them open to an inside barrow channel which goes all the way around the inside of the island and supplies water to the inner marsh. On the south side, exclude oil entry by deploying chevron "V" exclusions with about 300' each of 8X8+ boom with mid-point anchors and staking at shoreline in front of the openings. To be sure to stop movement of any oil passing these wave exposed openings, then deploying shore segments of 4X4+ across barrow channel to the left and right of the openings large openings. On the northerly shore, exclude oil from the two openings with short segements of 4X4+ in small chevrons.

Strategy 2-667.2 Objective: divert oil threat from west (Suisun Cut) past windward pockets to minimize shore oiling for Freeman

On westerly end of Freeman Island, deploy deflection boom at the best angle to protect windward shore from approaching oil using 1300' of 8X8+. (See diagram 2-668.2A.)

Strategy 2-667.3 Objective: Deflection for S & SW winds, divert oil past windward pockets to minimize shore oiling for Freeman and Snag Island.

deployment should be set to the southerly side of the island and a similar deployment will be needed on Snag Isl (2600' of 8X\*8+ total needed) See diagram 2-668.3.

Strategy 2-667.4 Objective: Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage, when resource use will not preclude defending other sites against SO 5 and 6 impacts.

If foregoing strategies are inadequate to keep oil off marshes, deploy exclusion booming around threatened marshfronts: this strategy can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California. (Haves and Montelo, 1994).

**Table of Response Resources** 

strate	gy harbor	swamp	Other	sorb	An	choring	Boom	Skiffs	Skin	nmers	Sp	ecial E	quipment	staff	Staff
numb	er boom	boom	boom type	boom	no	type and gear	boat	punts	No	Type	No	and	kinds	deploy	tend
2-667.	<b>1</b> 1200	250			8	8/12+/danforths & stakes	1	2						7	
2-667.	<b>2</b> 1300				6	6/22+/danforths & stakes	2							6	
2-667.	3 2600	0	0	0	9	22+/danforths	3	0	0		0			9	
2-667.	4 4000	13000			18	18/22+/danforth & stakes	5	3						21	

#### **LOGISTICS**

#### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

There is no land access. Nearest land access is across channel to Dutton Island. Nearest boat access is 3 miles southeast at McAvoys Marina, Bay Point (8 mi to Martinez, 7 mil to Pittsburg). This site includes Snag and Freeman Islands which are located just south of Dutton Island and east of Ryer Island in north central Suisun Bay. Both are properties of Concord Naval Weapons Station.

LAND ACCESS: NONE

WATER LOGISTICS: VERY SHALLOW DRAFT < 2' NEAR ISLAND

Limitations: depth, obstruction

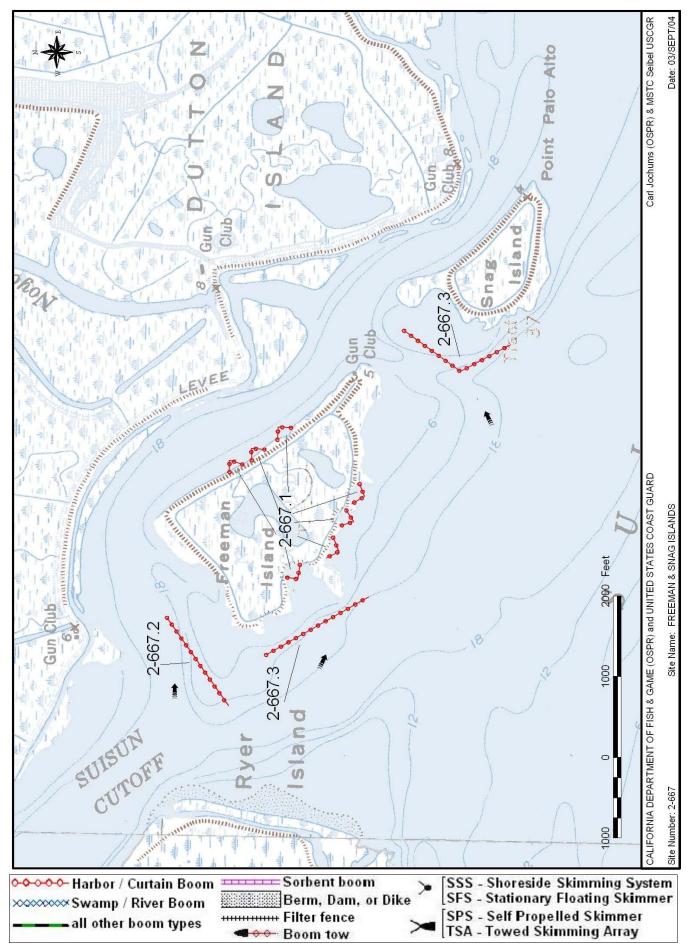
Launching, Loading, Docking McAvoy/Harris Marina at Bay Point. Pittsburg Marina. Martinez Marina.

and Services Available:

#### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

The only alternative to marina facilities are duck clubs at nearby Dutton and Simmons Isls including good docking facilities.

COMMUNICATIONS PROBLEMS: none known



Thomas Guide Location Latitude N Longitude W

38 08.8 County: 121 59.5 Solano USGS Quad:

NOAA Chart: 18656 Suisun Bay/Roe Island & vicinty Honker Bay / Vine Hill

Last Page Update: 9/4/1997

#### SITE DESCRIPTION:

This site includes the marshy islands off the mouth of Noyce Slough at the west edge of Dutton Island and east to include the mouth of Champion Slough. The property owners are the Grey Island Duck Club and the Wheeler Island Duck Club. The inner levee is rip rapped with intermittent emergent marsh. The levee is fronted with either a barrow channel or historic slough channels leaving an intermittent border of emergent marsh berm islands. These inlands and sloughs have extensive emergent undiked marsh and convoluted perimeters with habitat varying from pristine to high quality ( > 5 miles). Several duck club docks are present.

#### **SEASONAL and SPECIAL RESOURCE CONCERN**

These marshy margins have A-protection sensitivity always.

### **RESOURCES OF PRIMARY CONCERN**

These marshy islands and margins have the highest protection priority at all times, and oil must be excluded at entries to small sloughs and barrow channels. These marshy areas are prime habitat for most marsh dwelling species.

This is prime marsh bird and waterfowl habitat. Bird Sensitive Species include Suisun song sparrow and possibly black rail.

These emergent marshes are inhabited by semi-aquatic mammals such as river otter, raccoon, beaver and muskrat.

These waters are used by adults and juveniles of the various Delta species, including sensitive species: Delta smelt, longfin smelt, and winter-run chinook; major fish stocks move though this area: salmon, steel head, sturgeon, striped bass, American shad.

The emergent marshes here are typical tule-sedge mix with some cattail.

Several sensitive plants occur here: Mason's liliopsis, Suisun marsh aster.

#### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
В	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
TEL	Grey Island Duck Club	Grey Island Duck Club, #805/806		
BTELO	Grizzly Isl W/L Refuge	CA Dept. of Fish & Game	(707) 425-3828	
В	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	
TEL	Wheeler Island Duck Club	Wheeler Island Duck Club, #807		

2-668 -A

NOAA CHART 38 08.8 121 59.5 Solano 18656 Suisun Bay/Roe Island & vicinty 1/15/2007 Last Page Update:

#### **CONCERNS and ADVICE to RESPONDERS:**

This locale is important both because it is a point where oil threatening to move into Honker Bay can be intercepted and directed to shore collection, and also because there are extensive marshy islands and channels. Prime concern is intercepting oil threat to Honker Bay. Secondary issue is closing off side channels and marshes. Responders should minimize trampling of marsh and tracking oil into marshes and sediments. Small endangered species are underfoot.

#### **HAZARDS and RESTRICTIONS:**

There are shallows and obstructions along shore and inside the barrow channels.

#### SITE STRATEGIES

County and Thomas Guide Location

There are very strong currents and great depths in Suisun Cut.

Strategy 2-668.1 Objective: Exclude oil from entering barrow channels and slough entrances.

There are 2 openings at the east end (a: Noyce SI): 600'4X4+Hboom and 3X(50' 4x4+) for the levee channal (beware of rocks). Verify that the westerly barrow channel has been blocked with 50' 4X4+ (opposite Freeman Isl per Simmons Island SS). Champion Slough exclusion requires 1000' 4X4+ at levee channel (b) just east of duck club pier and 600' and 100' 4X4 at opening (c) at east extreme mouth.

Strategy 2-668.2 Objective: Exclude by Diversion to Collect at shore line: If heavy oil is threatening Honker Bay and shorelines

Deploy exclusion/deflection boom at the best angle to divert oil out of Suisun Cutoff to Dutton Isl shoreline for shoreside skimming system (SSS) recovery. Depending on prevailing winds, plan shoreside recovery location either (a) at levee east of mouth of Noyce Slough (opposite Freeman Isl) or less preperable (b) at the duck club (opposite Snag). Deploy 1500' 8X8+ Hboom in a favorable array and angle to direct oil out of swift current to quiet shore waters. Cascade as necessary. Repeat if oil is likely to escape (a second length of 1500 ft of boom would be needed). Channel is deep and currents are strong: very good anchoring skills are key to the success of this deployment.

Strategy 2-668.3 Objective: Portective booming of shoreline: When prevailing wind and oil threatens to overwhelm these measures, exclusion boom to protect shoreline especially easterly.

If forgoing strategies are inadequate to keep oil off marshes, deploy exclusion booming around threatened marshfronts: this strategy can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California. (Hayes and Montelo, 1994).

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	An	choring	Boom	Skiffs	Skimmers	Special Equipme	nt	staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No Type	No and kinds	s d	eploy	tend
2-668.1	0	2500										12	
2-668.2	1500				4	22#+ danforths & heavy chain	2	0	1 SSS	extra line for scop	e	6	
2-668.3	0	6000			6	6/22+/danforths & stakes	6	3		hovercraft/airboat	; very shallow draft Bbo	18	

#### **LOGISTICS**

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

Land access is from the private levee roads along the bay. They may be reached from Hwy 12 in Suisun City, then south on Grizzly Island road to Grizzly Island Wildlife Refuge. For further access and entry, contact Grizzly Island Wildlife Refuge (707-425-3828) or Suisun Resource Conservation District staff (707-525-9602). Nearest boat access is 3 miles southeast at McAvoys Marina, Bay Point (9 mi to Martinez, 7 mil to Pittsburg). This site includes the marshy islands off the mouth of Noyce Slough at the west edge of Dutton Island and east to include the mouth of Champion Slough. The property owners are the Grey Island Duck Club and the Wheeler Island Duck Club.

LAND ACCESS: ALL TYPES WHEN LEVEES ARE DRY

**WATER LOGISTICS:** VERY SHALLOW NEAR ISLAND, OBSTRUCTIONS

Limitations: depth, obstruction

Launching, Loading, Docking Launch at McAvoy/Harris Marina at Bay Point. Pittsburg Marina. Martinez Marina.

and Services Available:

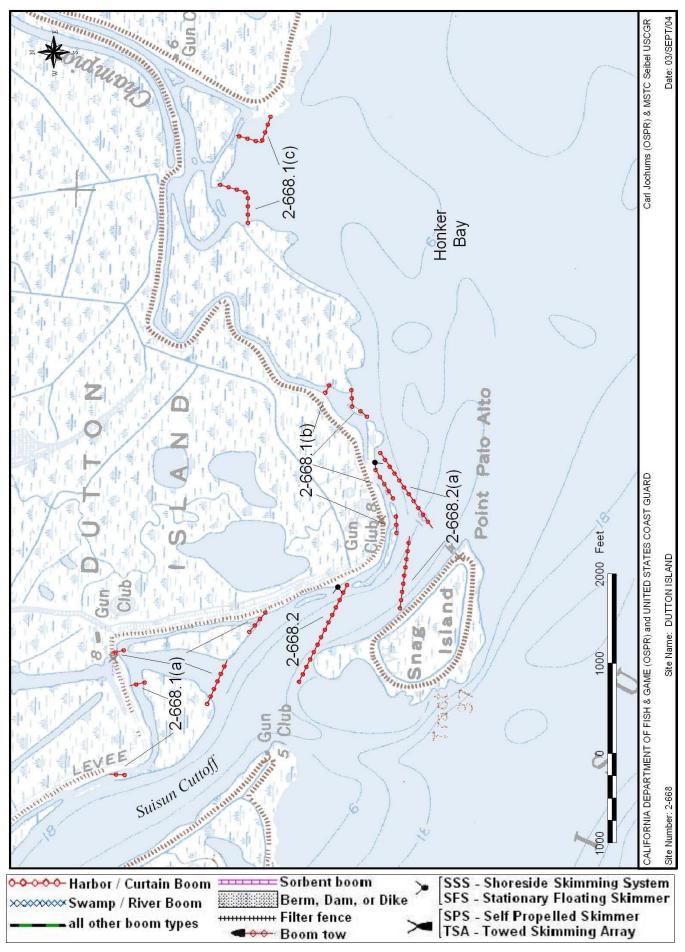
### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

The duck clubs have power and good small boat docking facilities. By their permission, staging may be possible there. Otherwise stage at Grizzly Island Wildlife Refug for land based resources. Stage at McAvoy-Harris's Yachet Club, Bay Point, or Pittsburg/ Martinez

**COMMUNICATIONS PROBLEMS:** none known

**ADDITIONAL OPERATIONAL COMMENTS:** 

Longitude W



Last Page Update: 9/4/1997

Thomas Guide Location Latitude N Longitude W 3804 121 56.3

USGS Quad: Honker Bay

NOAA Chart: SUISUN BAY 18658/18556/18656

### SITE DESCRIPTION:

Solano

County:

This site includes all the open waters of Honker Bay and its marsh perimeter. The bay is shallow (averaging less than six feet deep but is without obstuction except near shorelines where it can be very shallow. On most margins, there are barrow channels separating the historic marsh front from the current island levee. This results in a band of marshy islands with occasional passages though to the barrow channels and other historic marsh channels behind. Although there is some emergent marsh along the rip rapped island levee, the outer perimeter is a premium strip of native marsh. As a result, there are several hundred acres of undiked marsh and many miles of marshy margins. The outer bay margin is exposed to tangential wave action resulting is a mildly eroding shore with some accreting margins particularly in the northeast corner of the bay (North Honker Bay site 2-672). The land around Honker Bay is mostly held by private duck clubs. The response strategy here has been broken up into three separate divisions, because of the shoreline complexity and length, the logistics of response, and the likelihood that oil would impact at different timeframes on the different shores. The shoreline is subdivided into West Honker Bay (2-671) from Champion Slough to Rock Creek; North Honker Bay (2-672) in the northeast corner from Rock Creek to Spoonbill Creek; and East Honker Bay (2-673) the shore of Chipps island from Spoonbill Creek west. Most of these shores are mildly eroding, but in the northeast section is acreting.

#### SEASONAL and SPECIAL RESOURCE CONCERN

These marshy areas have A-protection priority at all times. Major seasonal concerns are the massive numbers of waterfowl which raft on the bay waters in the winter, and sensitive species of fish and salmonids which seasonally use or pass thought this area.

#### **RESOURCES OF PRIMARY CONCERN**

These marshy margins and berm islands have highest protection priority at all times. Oil must be prevented from entering barrow channels and interior sloughs by exclusion booming. These marshy areas are pristine to excellent habitat for all manner of marsh species.

The open water of honker bay is used by massive numbers of diving ducks, puddle ducks, and other water birds during the wintering season. The marshy margins are prime marsh bird and waterfowl habitat including Suisun song sparrow and possibly black rail.

These emergent marshes are inhabited by semi-aquatic mammals such as river otter, raccoon, beaver, and muskrat.

Fish using these waters include adults and juveniles of the various Delta species, including sensitive species: Delta smelt, longfin smelt, and winter-run chinook; major fish stocks move though this area: salmon, steel head, sturgeon, striped bass, American shad.

The emergent marshes here are typical tule-sedge mix with some cattail.

Several sensitive plants occur here: Mason's lilaeopsis, Suisun marsh aster.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

## KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
В	Peter Baye, Ph.D. Coastal Plant Ecologist		(415) 310-5109	
В	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
TBELO	Grizzly Isl W/L Refuge	CA Dept. of Fish & Game	(707) 425-3828	
В	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	
В	Mary Shaw	CA Native Plant Society, Solano President	(707) 747-5481	

# 2-671 - A Site Strategy - Honker Bay West - Wheeler Island Shore

County and Thomas Guide Location
Solano

NOAA CHART SUISUN BAY 18658/18556/18656 3 8 04 12

Last Page Update:

Longitude W

2-671 -A

#### **CONCERNS and ADVICE to RESPONDERS:**

The marshes at the shoreline are home to many kinds of birds and animals, including some endanger plants, birds, and animals. The major concerns are two. First, there are opening and channels through which the oil can pass and harm even greater areas behind the bay front. Second, oil can get on the front edge of the marsh. Harm from response actions is always a concern. Try not to tromp oil into the soft ground. Keep in mind there are small endangered plants and animals underfoot.

#### **HAZARDS and RESTRICTIONS:**

There are shallows and obstructions along shore and inside the barrow channels. Honker Bay waves can be a navigation hazard when there are strong west winds.

### SITE STRATEGIES

Strategy 2-671.1 Objective: Exclude oil from entering barrow channels and slough entrances.

There are multiple breaks in the north shore which will allow oil to move into marshes behind. It will take at least 8 separate deployments of 8x8+ or 4X4+ Hboom (depending on severity of wave action) to close barrow channels and slough openings. Deploy in a chevron "V" formation with center anchors at each opening. Leaving enough trailing ends to insure a seal at the shore connection in order to prevent shortciruiting at low tides.

<u>Strategy 2-671.2 Objective: exclusion/deflection boom at the best angle fend oil past marshfront when heavy</u> oil is approaching the shore - divert the oil to on-water skimming.

To deflect oil away from the shoreline, deploy 1700' of 8X8+ harbor boom from a point near Champion Slough mouth, at a diagonal to the current. Cascade as necessary. Advise IC and Ops for possible coordination of deflection with on-water skimming operations.

Strategy 2-671.3 Objective: Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage, when resource use will not preclude defending other sites against SO 5 and 6 impacts.

Protect windward shore from approaching oil. If there is a wind chop, this may best be accomplished using two layers of 4X4 swamp boom, else a single layer of 8X8+ Hboom: this strategy for deployment can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California. (Hayes and Montelo, 1994). Requires 11,000' of Hboom or tidal barrier boom.

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	An	nchoring	Boom	Skiffs	Skimme	ers	Sp	ecial E	quipment		staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No Ty	ре	No	and	kinds		deploy	tend
2-671.1	1300	700			6	6/12+/danforhts & stakes	2	4							15	
2-671.2	1700				3	3/22+/danforths	3	2							11	
2-671.3	11000				12	12/22+/danforths & stakes	4	4			h	overcra	ft. air boat;	4 very shallow Bboat	20	

#### **LOGISTICS**

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

They may be reached from Hwy 12 in Suisun City, then south on Grizzly Island road to Grizzly Island Wildlife Refuge. For further access and entry, contact Grizzly Island Wildlife Refuge (707-425-3828) or Suisun Resource Conservation District staff (707-525-9602). Nearest boat access is 3 miles southeast at McAvoys Marina, Bay Point (9 mi to Martinez, 7 mil to Pittsburg). This site includes the 2 miles of bay frontage and berm islands of Wheeler Island from Champion Slough to Rock Creek. The land is owned by nine gun clubs.

LAND ACCESS: ALL TYPES WHEN LEVEES ARE DRY

WATER LOGISTICS: VERY SHALLOW DRAFT < 2' NEAR SHORE.

Limitations: depth, obstruction

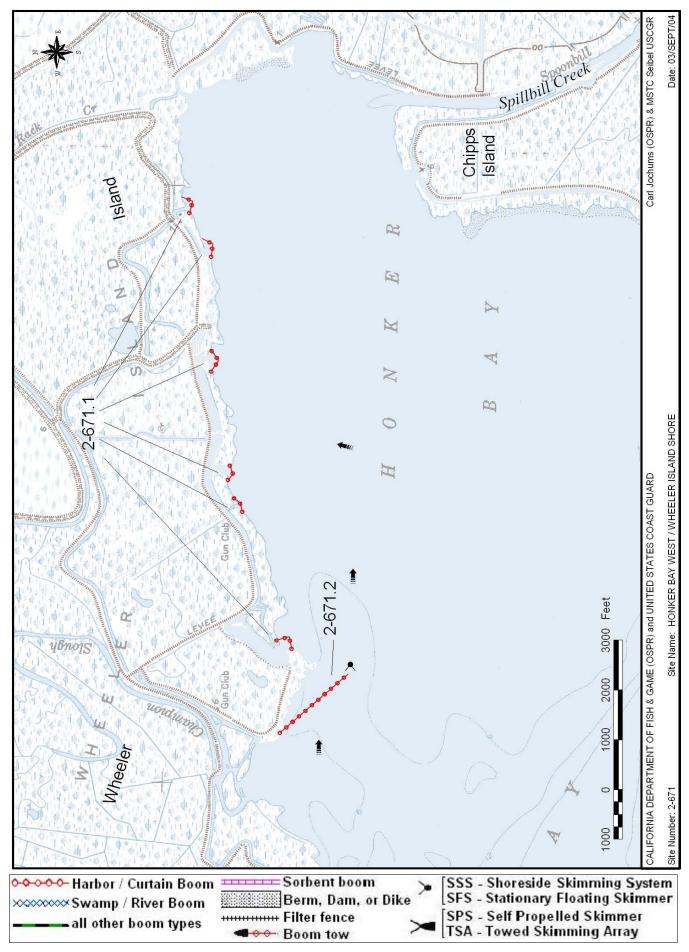
Launching, Loading, Docking McAvoy/Harris Marina at Bay Point. Pittsburg Marina. Martinez Marina.

and Services Available:

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

The duck clubs have power and good small boat docking facilities.

COMMUNICATIONS PROBLEMS: none known



# 2-672 - A Site Strategy - Honker Bay North - Van Sickle Island Shore

County and Thomas Guide Location **Solano** 

NOAA CHART

SUISUN BAY 18658/18556/18656

Latitude N 3 8 04

Last Page Update:

Longitude W 121 56.3 10/1/2005

#### **CONCERNS and ADVICE to RESPONDERS:**

The marshes at the shoreline are home to many kinds of birds and animals, including some endanger plants, birds, and animals. The major concerns are two. First, there are opening and channels through which the oil can pass and harm even greater areas behind the bay front. Second, oil can get into the front edge of the marsh. Clean up here would be extremely difficult. Harm from response actions is always a concern. Try not to "walk" oil into the soft ground. Keep in mind there are small endangered plants and animals underfoot.

#### **HAZARDS and RESTRICTIONS:**

There are shallows and obstructions along shore and inside the barrow channels.

#### SITE STRATEGIES

<u>Strategy 2-672.1 Objective: Exclude/collect oil: exclude from entering Spoonbill Creek and barrow channels and divert to collection on Van Sickle Isl shore.</u>

(site a) Deploy 800' 8X8+ Hboom from Chipps Island across the mouth of Spoonbill Creek at best angle to collect oil at the Van Sickle Shore. Establish Shore Side Skimming (SSS). Repeat deployment if currents or waves are likely to overtop or underflow collection boom.

(sites b, c, & d) Close the openings to barrow channels using two layers of swamp boom, backed by sorbent boom. Anchor close to shore leaving trailing ends to insure a boom seal at shoreline (to prevent short-circuiting past boom.)

Strategy 2-672.2 Objective: Deflect to collection site: use prevailing winds

Establish a second shore side skimming point on Van Sickle Island. Deploy deflection booms at best angle to direct oil past marshfronts to collection. Use about 1500' of 8X8+ harbor boom to direct oil to shore and about 500' to deflect oil into the pocket from the north. Line the shore with sorbents. This site has extreme shallows and obstructions - particularly at lower tides. Deployment will need to be made during higher tide phase. Boomboats capable of withstanding grounding must be used here.

Strategy 2-672.3 Objective: Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage, when resource use will not preclude defending other sites against SO 5 and 6 impacts.

Deploy exclusion/deflection boom at the best angle fend oil past marshfront to designated collection area. Protect windward shore from approaching oil. If there is a wind chop, this may best be accomplished using two layers of 4X4 Hboom, else a single layer of 8X8+: this strategy for deployment can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California. (Hayes and Montelo, 1994). Requires 12,000' of Hboom or tidal barrier boom.

**Table of Response Resources** 

			<u> </u>													
strategy	harbor	swamp	Other	sorb	Anc	horing	Boom	Skiffs	s Sk	kimmers	Sp	ecial Ec	uipment		staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	s No	о Туре	No	and	kinds		deploy	tend
2-672.1	800	300		300	8	8/12+/danforths	2	2	1 :	SSS					10	
2-672.2	2000			500	5	5/22+/danforths w chain	2	1	1 :	SSS	h	overcraft	. airboat		8	
2-672.3	12000				12	12/22+/danforths & stakes	4	6			V	erv shallo	ow Bhoat, ho	overcraft/airboat	25	

### **LOGISTICS**

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

They may be reached from Hwy 12 in Suisun City, then south on Grizzly Island road to Grizzly Island Wildlife Refuge. For further access and entry, contact Grizzly Island Wildlife Refuge (707-425-3828) or Suisun Resource Conservation District staff (707-525-9602). Nearest boat access is 3 miles southeast at McAvoys Marina, Bay Point (9 mi to Martinez, 7 mil to Pittsburg). This site includes the 2 miles of bay frontage and marshy islands of Wheeler Island Rock Creek to Spoonbill Creek.

LAND ACCESS: ALL TYPES WHEN LEVEES ARE DRY
WATER LOGISTICS: VERY SHALLOW DRAFT < 2' NEAR SHORE.

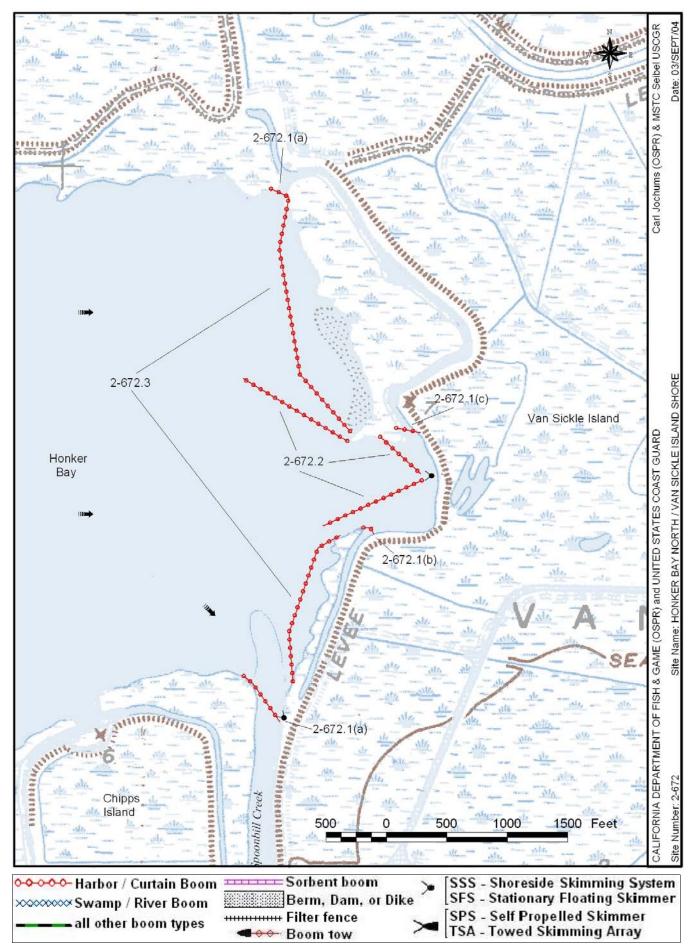
Limitations: depth, obstruction

Launching, Loading, Docking and Services Available: McAvoy/Harris Marina at Bay Point. Pittsburg Marina. Martinez Marina. All boat services and fuel are available.

#### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

The duck clubs have power and good small boat docking facilities. Best staging is probably McAvoys Marina at Bay Point. Martinez and Pittsburg would be secondary alternatives. All have full services.

COMMUNICATIONS PROBLEMS: none known



# 2-673 - A Site Strategy - Honker Bay East - Chipps Island Shore

County and Thomas Guide Location
Solano

NOAA CHART

SUISUN BAY 18658/18556/18656

3 8 04

Last Page Update:

Longitude W 121 56.3

2-673 -A

### **CONCERNS and ADVICE to RESPONDERS:**

The marshes at the shoreline are home to many kinds of birds and animals, including some endanger plants, birds, and animals. The major concerns are two. First, there are opening and channels through which the oil can pass and harm even greater areas behind the bay front. Second, oil can get on the front edge of the marsh. Harm from response actions is always a concern. Try not to tread oil into the soft ground. Keep in mind there are small endangered plants and animals underfoot.

#### **HAZARDS and RESTRICTIONS:**

There are shallows and obstructions along shore and inside the barrow channels.

#### SITE STRATEGIES

Strategy 2-673.1 Objective: Exclude oil from entering barrow channels and slough entrances.

Close the three openings to the barrow channel.

- (a) at the west tip (north corner) deploy chevron of 400 ft Hboom with inner second chevron of 200 ft of swampboom (3 22+# danforths + 3/12+# (or stakes) danforths).
- (b) Use two swamp boom (1000' of 4X4+), backed with sorbent boom (1000'), to exclusion boom the south opening. Anchor boom across channel entries and leave a trailing end to make a tidal seal. Observe and repeat if wind chop is overwhelming the boom. There are submerged pilings in this area.
- (c) The north opening must be boomed both at the mouth (500' 4X4+) and inside where the two barrow channels branch off (100' swampboom each with light anchors).

<u>Strategy 2-673.2 Objective: For EBB flow, Deflection at Pt Simmons, to divert oil past site to keep oil in channel and to avert carry-back into Honker Bay on eddy.</u>

Deploy deflection boom (600') at Simmons Pt on a shallow contour to keep oil in the channel best and stop it from angle fend oil pastmarshfront to designated collection area. BEWARE: This area west of Simmons Point is an underground pipe corridor - use anchors with extreme caution!

Strategy 2-673.3 Objective: Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage, when resource use will not preclude defending other sites against SO 5 and 6 impacts.

Deploy exclusion/deflection boom at the best angle fend oil past marshfront to designated collection area. Protect windward shore from approaching oil. If there is a wind chop, this may best be accomplished using two layers of 4X4 Hboom, else a single layer of 8X8+: this strategy for deployment can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California. (Hayes and Montelo, 1994). Requires 13,000' of Hboom or tidal barrier boom.

**Table of Response Resources** 

	<u> </u>	<u> </u>	<u> </u>													
strategy	harbor	swamp	Other	sorb	Anchoring		Boom	Skiffs	Skim	mmers Special Eq			quipment		staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No	Type	No	and	kinds		deploy	tend
2-673.1	0	1700		1000	15	4/12+ & 3/22+# danforth & 8 stakes	2	1							5	
2-673.2	600				3	3/22+/danforth w chain	1	1							11	
2-673.3	13000						6	6			sl	nallow E	Boats, 1 hovercra	ft/airboat	25	

### **LOGISTICS**

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

There is only water access to Chipps Island. Nearest boat access is 2 miles southwest at McAvoys Marina, Bay Point (8 mi to Martinez, 5 mi to Pittsburg). This site includes the 2 miles of bay frontage on the western side of Chipps Island including the barrow channel behind the bay frontage.

LAND ACCESS: ALL TYPES WHEN LEVEES ARE DRY

**WATER LOGISTICS:** VERY SHALLOW DRAFT < 2' NEAR SHORE.

Limitations: depth, obstruction

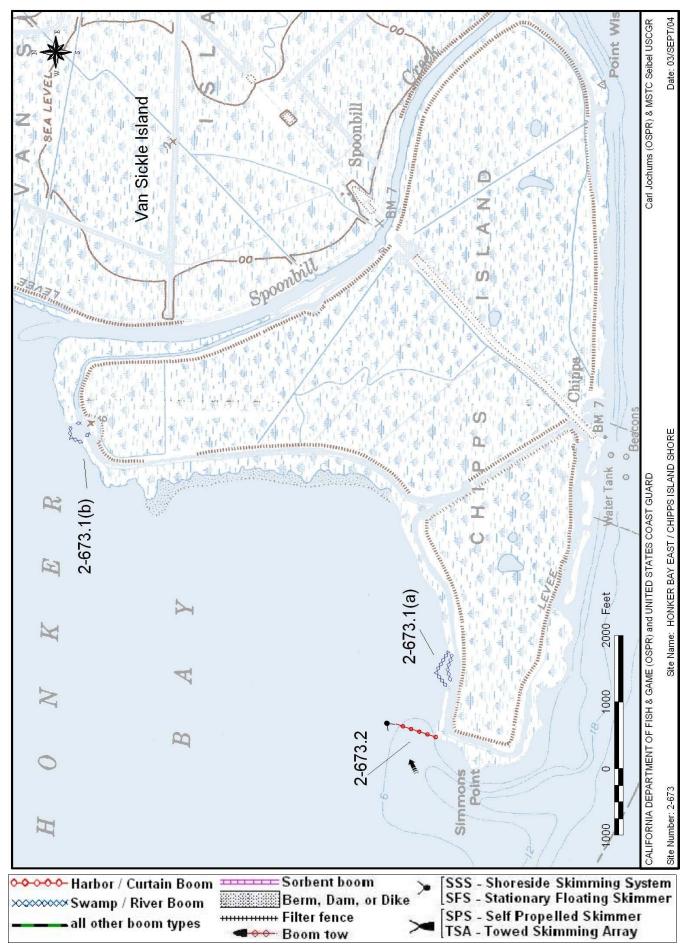
Launching, Loading, Docking McAvoy/Harris Marina at Bay Point. Pittsburg Marina. Martinez Marina.

and Services Available:

#### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Best staging sites are nearby McAvoy/Harris Marina at Bay Point. PG&E, Pittsburg Marina, and Martinez Marina are alternates. The duck clubs on Chipps Island have power and good small boat docking facilities.

COMMUNICATIONS PROBLEMS: none known



### 2-680 - A Site Summary - Suisun Marsh West: Suisun Slough Drainage

Thomas Guide Location

Latitude N 3 8 10 2-680 -A Longitude W

122 05

USGS Quad: Benicia/Vine Hill/Fairfild/Cordelia

3 8 10

NOAA Chart: SUISUN BAY 18657/18652

Last Page Update: 10/5/1997

### SITE DESCRIPTION:

Solano

County:

This site extends upstream from the mouth at Grizzly Bay and includes all the marshy areas and sloughs which are tributary including Goodyear Slough, Cordelia Slough, Wells Slough, Pelfier Slough, Sheldrake Slough, Boynton Slough, Peytonia Slough, Hill Slough, Cutoff Slough. This site includes about one third of Suisun Marsh which is about 50% of SF Bay marshland. It is diked and partially diked salt marsh with emergent tule marsh on slough margins. Some locales are in natural historic condition. Many Special Status Species are present. Most of the land is private duck clubs but large tracts are in public ownership including California State wildlife refuges.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

This marsh has A-level protection priority at all times.

### RESOURCES OF PRIMARY CONCERN

This extensive salt marsh has a A-protection priority. It ranks among the most valuable sites is California. It is saltgrass, pickleweed, and tule/sedge dominated.

Extensive waterfowl, shorebirds and marsh birds use of this area for feeding and resting. Special Status bird species here include California clapper rail, black rail, Suisun song sparrow, and Suisun common yellowthroat.

Special Status animals: saltmarsh harvest mouse, Suisun ornate shrew, and western pond turtle. There is a full range of semi-aquatic species inhabiting this area including muskrat, beaver, river otter, and mink.

These waterways are nursery and smolting areas for a wide variety of fish stocks and several Special Status Species: Delta Smelt, Sacramento splittail, Winter-run Chinook.

A large number of Special Status plant species occur here including Suisun marsh aster, Mason's lilaeopsis, Delta tule pea, Suisun thistle, and soft birds beak.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
	Grizzly Isl W/L Refuge	CA Dept. of Fish & Game	(707) 425-3828	
	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	

### ADDITIONAL SITE SUMMARY COMMENTS:

### 2-680 - A Site Strategy - Suisun Marsh West: Suisun Slough Drainage

County and Thomas Guide Location

Solano

NOAA CHART

**SUISUN BAY 18657/18652** 

3 8 10

Longitude W

2-680 -A

Last Page Update :

### **CONCERNS and ADVICE to RESPONDERS:**

Primary is limiting the extent of oiling of marshy channels and oiling of vegetation and wildlife. The strategies are intended to "box" oil into a minimal exposure of channel and marsh.

#### **HAZARDS and RESTRICTIONS:**

There are shallows throughout the sloughs.

### SITE STRATEGIES

<u>Strategy 2-680.1 Objective: Contain/exclude - minimize spread of oil through channels: use multiple diversion booms to collection sites, and close side channels.</u>

This is a generic strategy since exact origin of a spill is unknown but multiple threat locals exist including the entire Santa Fe Pacific pipeline corridor. Locate oil threat and set booms across sloughs above and below oil slick at a sufficient diagonal to avoid entrainment. Include extra length and midpoint anchoring to account severe tidal fluctuations. Repeat to insure capture. Set up collection with shoreside skimming at best available locale with land access if possible. Otherwise use waterbased skimmers with booms anchored to shoreline.

Also, close any and all nearby slough mouths and branches, particularly Honker Cut and Connection Slough which would permit oil spreading to Montezuma Slough.

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	Anchorin	ng	Boom	Skiffs	Skimmers	Sp	oecial	Equipment	staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No Type	No	and	kinds	deploy	tend
2-680.1	3000				24	24/22+/danforths	4	4	4 portable	E	3boats	: very shallow: 1 hovercraft	14	

### **LOGISTICS**

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

This area is mostly accessible by water from Suisun City or Pierce Harbor. There is limited land access from I-680 by exiting at Lake Herman, Marsh view and other exits which lead to access mostly private duck club roads along the margin. This site extends upstream from the mouth at Grizzly Bay and includes all the marshy areas and sloughs which are tributary including Goodyear Slough, Cordelia Slough, Wells Slough, Pelfier Slough, Sheldrake Slough, Boynton Slough, Peytonia Slough, Hill Slough, Cutoff Slough.

LAND ACCESS: VARIABLE DEPENDING ON LOCATION.

WATER LOGISTICS: EXTREME SHALLOW DRAFT AT LOWER TIDES

Limitations: depth, obstruction

Launching, Loading, Docking Suisun City marinas and Pierce Harbor.

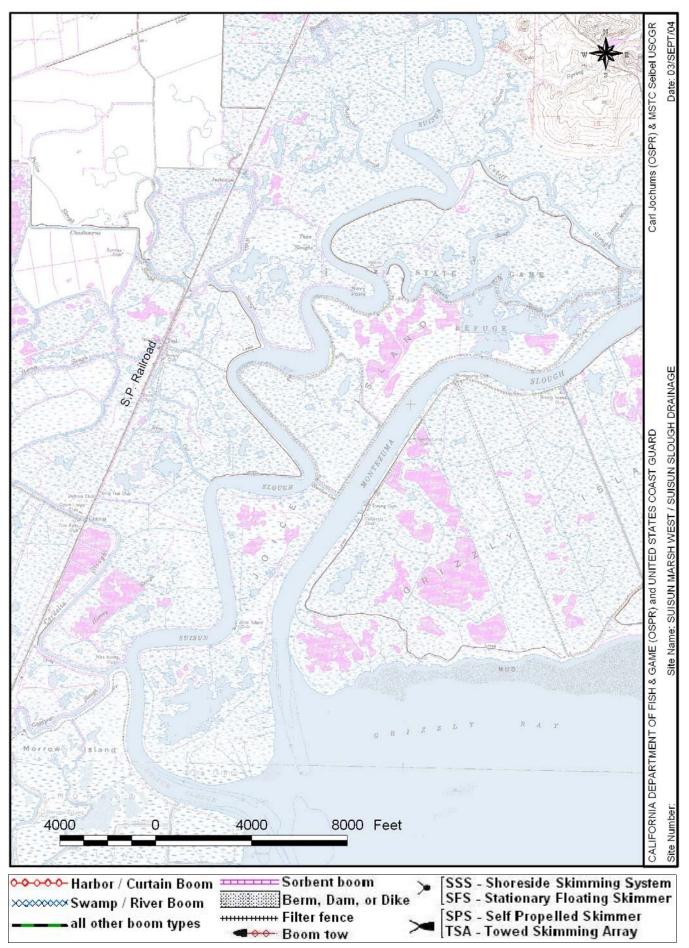
and Services Available:

### FACLITIES. STAGING AREAS. POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Deploy from Suisun City, Martinez Marina, Benicia Marina or Pierce harbor. All the above may provide adequate support for field post.

COMMUNICATIONS PROBLEMS: none known

**ADDITIONAL OPERATIONAL COMMENTS:** 



### 2-690 - A Site Summary - Suisun Marsh Central: Grizzly Isl. / Montezuma Sl

Thomas Guide Location

3 8 08

2-690 -A
Longitude W

121 55

County: Solano
USGS Quad: Enirfiel

Fairfield/Honker Bay/Denverton

NOAA Chart: SUISUN BAY 18652/18659/18656

### SITE DESCRIPTION:

Last Page Update: 10/5/1997

This site extends upstream from the mouth at Grizzly Bay and includes all the marshy areas and sloughs which are tributary including to Montezuma Slough including Cutoff Slough, Tree Slough, Island Slough, Frost Slough, Cross Slough, Roaring River Slough but not Nurse / Denverton Sloughs. This site includes about one half of Suisun Marsh which is about 50% of SF Bay marshland. It is diked and partially diked salt marsh with emergent tule marsh on slough margins. Some locales are in natural historic condition. Many Special Status Species are present. Most of the land is private duck clubs but large tracts are in public ownership including California State wildlife refuges and Solano County Refuges.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

This marsh has A-level protection priority at all times.

### RESOURCES OF PRIMARY CONCERN

This extensive salt marsh has a A-protection priority. It ranks among the most valuable sites is California. It is saltgrass, pickleweed, and tule/sedge dominated. There are also upland areas which harbor remnant communities of native plants (Rush Ranch).

Extensive waterfowl, shorebirds and marsh birds use of this area for feeding and resting. Special Status bird species here include black rail, Suisun song sparrow, Suisun common yellowthroat, and California clapper rail.

Special Status animals: saltmarsh harvest mouse, Suisun ornate shrew and western pond turtle. There is a full range of semi-aquatic species inhabiting this area including muskrat, beaver, river otter, mink, reptiles, and tule elk.

These waterways are nursery and smolting areas for a wide variety of fish stocks and several Special Status Species: Delta Smelt, Sacramento splittail, Winter-run Chinook.

A large number of Special Status plant species occur here including Suisun marsh aster, Suisun thistle, soft birds beak, Delta tule pea and Mason's lilaeopsis.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
В	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
TBELO	Grizzly Isl W/L Refuge	CA Dept. of Fish & Game	(707) 425-3828	
В	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	
В	Mary Shaw	CA Native Plant Society, Solano President	(707) 747-5481	

### ADDITIONAL SITE SUMMARY COMMENTS:

#### Site Strategy - Suisun Marsh Central: Grizzly Isl. / Montezuma Sl 2-690 -A

2-690 -A County and Thomas Guide Location NOAA CHART Latitude N Longitude W

SUISUN BAY 18652/18659/18656 Solano 3808 121 55

### **CONCERNS and ADVICE to RESPONDERS:**

Primary concern is to halt movement of oil into or out of the sloughs. The strategies are intended to "box" oil into a minimal exposure of channel and marsh. The marshe here and the marshy margins are full of creature and plant which would be harmed by oil. Response activities can harm wildlife and plants as well. Keep in mind that there are endangered plants and animals under foot. Avoid tromping oil into soft ground.

Last Page Update:

### **HAZARDS and RESTRICTIONS:**

There are shallows throughout the sloughs.

### SITE STRATEGIES

Strategy 2-690.1 Objective: Contain/exclude - minimize spread of oil through channels: use multiple diversion booms to collection sites, and close side channels.

This is a generic strategy since the exact origin of an oil spill can not be predicted, and the east side pipeline corridor crosses several sloughs: Locate oil threat and set booms across sloughs above and below oil slick at a sufficient diagonal to avoid entrainment. Include extra length and midpoint anchoring to account severe tidal fluctuations. Repeat to insure capture. Set up collection with shoreside skimming at best available locale with land access if possible. Otherwise use waterbased skimmers with booms anchored to shoreline.

Also, close any and all nearby slough mouths and branches, particularly Honker Cut and Connection Slough which would permit oil spreading to Montezuma Slough.

**Table of Response Resources** 

strategy	harbor	swamp	Other	sorb	Anchorin	ıg	Boom	Skiffs	Skimmers		oecial	Equipment		staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No Type	No	and	kinds		deploy	tend
2-690.1	0	4000			32	32/22+/danforths	5	8	4 portable	t	oboat:	shallow draft;	1 hovercraft	31	

### LOGISTICS

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

This area is mostly accessible by water from Suisun City or Pierce Harbor. There is limited land access from via Hwy 12 to Grizzly Island Road at Suisun City or Denverton Road (to the easterly portion). Most subsequent access is private duck club roads along the margin. This site extends upstream from the mouth at Grizzly Bay and includes all the marshy areas and sloughs which are tributary including to Montezuma Slough including Cutoff Slough, Tree Slough, Island Slough, Frost Slough, Cross Slough, Roaring River Slough but not Nurse / Denverton Sloughs.

LAND ACCESS: VARIABLE DEPENDING ON LOCATION.

WATER LOGISTICS: EXTREME SHALLOW DRAFT AT LOWER TIDES

Limitations: depth, obstruction

Launching, Loading, Docking There is a minimal boat ramp on Grizzly Island (parking lot 7) near Meins Landing. Otherwise, Suisun City marinas, Pittsburg, Martinez / Benicia and Pierce Harbor marinas.

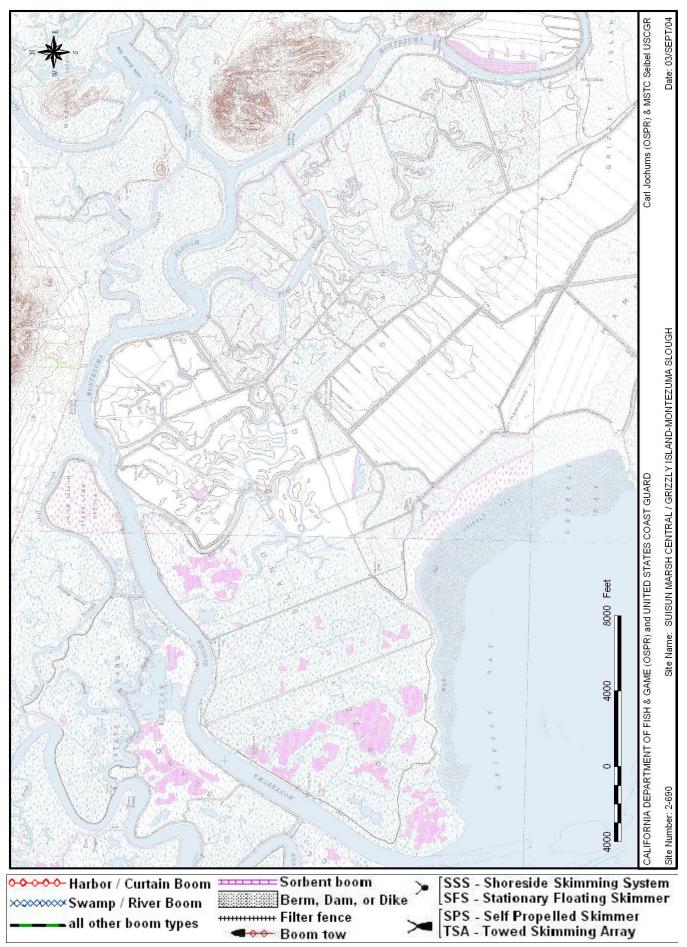
and Services Available:

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Deploy from Suisun City, Martinez Marina, Benicia Marina or Pittsburg Marina. All the above may provide adequate support for field post, as may Grizzly Island Wildlife Refuge.

**COMMUNICATIONS PROBLEMS:** none known

ADDITIONAL OPERATIONAL COMMENTS:



### 2-695 - A Site Summary - Suisun Marsh North: Denverton / Nurse Sl Drainage 2-695 - A

Thomas Guide Location

Latitude N 3 8 11 Longitude W

121 55

County: Solano
USGS Quad: Donver

NOAA Chart: SUISUN BAY 18652/18656

Last Page Update: 10/5/1997

### SITE DESCRIPTION:

Denverton

This site extends upstream from the mouth of Nurse Slough on Montezuma Slough and includes Denverton and Luco Sloughs and all the marshy areas and sloughs tributary. This site includes about one sixth of Suisun Marsh which is about 50% of SF Bay marshland. It is diked and partially diked salt marsh with emergent tule marsh on slough margins. Some locales are in natural historic condition. Many Special Status Species are present. Most of the land is private duck clubs but a few sites in public ownership.

### **SEASONAL and SPECIAL RESOURCE CONCERN**

This marsh has A-level protection priority at all times.

### RESOURCES OF PRIMARY CONCERN

This extensive salt marsh has a A-protection priority. It ranks among the most valuable sites is California. It is saltgrass, pickleweed, and tule/sedge dominated. There are also upland areas which harbor remnant communities of native plants.

Extensive waterfowl, shorebirds and marsh birds use of this area for feeding and resting. Special Status bird species include Suisun song sparrow.

Special Status mammal: saltmarsh harvest mouse. There is a full range of semi-aquatic species inhabiting this area including muskrat, beaver, river otter, mink.

These waterways are nursery and smolting areas for a wide variety of fish stocks and several Special Status Species: Delta Smelt, Sacramento splittail, Winter-run Chinook.

A large number of Special Status plant species occur here including Suisun marsh aster, Delta tule pea and Mason's lilaeopsis.

### **CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College ((707) 664-0880)) for specific information on historic or cultural resources in this area.

### KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone	
В	Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
В	Brenda Grewell Restoration Ecologist	US Dept. of Agriculture	(530) 752-6260	
TBELO	Grizzly Isl W/L Refuge	CA Dept. of Fish & Game	(707) 425-3828	
В	Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	
В	Mary Shaw	CA Native Plant Society, Solano President	(707) 747-5481	

### ADDITIONAL SITE SUMMARY COMMENTS:

### 2-695 - A Site Strategy - Suisun Marsh North: Denverton / Nurse Sl Drainage 2-695 - A

County and Thomas Guide LocationNOAA CHARTLatitude NLongitude WSolanoSUISUN BAY 18652/186563 8 11121 55

### **CONCERNS and ADVICE to RESPONDERS:**

Primary concern is to halt movement of oil into or out of the sloughs. The strategies are intended to "box" oil into a minimal exposure of channel and marsh. The marshe here and the marshy margins are full of creature and plant which would be harmed by oil. Response activities can harm wildlife and plants as well. Keep in mind that there are endangered plants and

Last Page Update:

### **HAZARDS and RESTRICTIONS:**

There are shallows throughout the sloughs.

animals under foot. Avoid tromping oil into soft ground.

### SITE STRATEGIES

<u>Strategy 2-695.1 Objective: Confine/Exclude - Minimize spread of oil through channels: use multiple diversion booms to collection sites, and close side channels.</u>

This is a generic spill response strategy since it is not possible to predict the exact location of a spill origin, and a pipeline corridor lies on the east side of the site: Locate oil threat and set booms across sloughs above and below oil slick at a sufficient diagonal to avoid entrainment. Include extra length and midpoint anchoring to account severe tidal fluctuations. Repeat to insure capture. Set up collection with shoreside skimming at best available locale with land access if possible. Otherwise use waterbased skimmers with booms anchored to shoreline.

Also, close any and all nearby slough mouths and branches, particularly Honker Cut and Connection Slough which would permit oil spreading to Montezuma Slough.

### **Table of Response Resources**

strategy	harbor	swamp	Other	sorb	Anchori	ing	Boom	Skiffs	Skimmers	Spe	ecial	Equipment	staff	Staff
number	boom	boom	boom type	boom	no	type and gear	boat	punts	No Type	No	and	kinds	deploy	tend
2-695.1	0	2000			16	16/22+/danforths	3	6	4 portable	В	boat: s	shallow draft: 1 hovercraft	21	

### **LOGISTICS**

### DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

This area is very inaccessible. There is limited land access via private duck club and military roads accessed from Hwy 12 to Shiloh Road (to the easterly edge) and Grizzly Island Road. Water access is from Montezuma Slough via Nurse Slough. This site extends upstream from the mouth of Nurse Slough on Montezuma Slough and includes Denverton and Luco Sloughs and all the marshy areas and sloughs tributary.

LAND ACCESS: MOSTLY FOOT, ATV, DEPENDING ON LOCATION WATER LOGISTICS: EXTREME SHALLOW DRAFT AT LOWER TIDES

Limitations: depth, obstruction

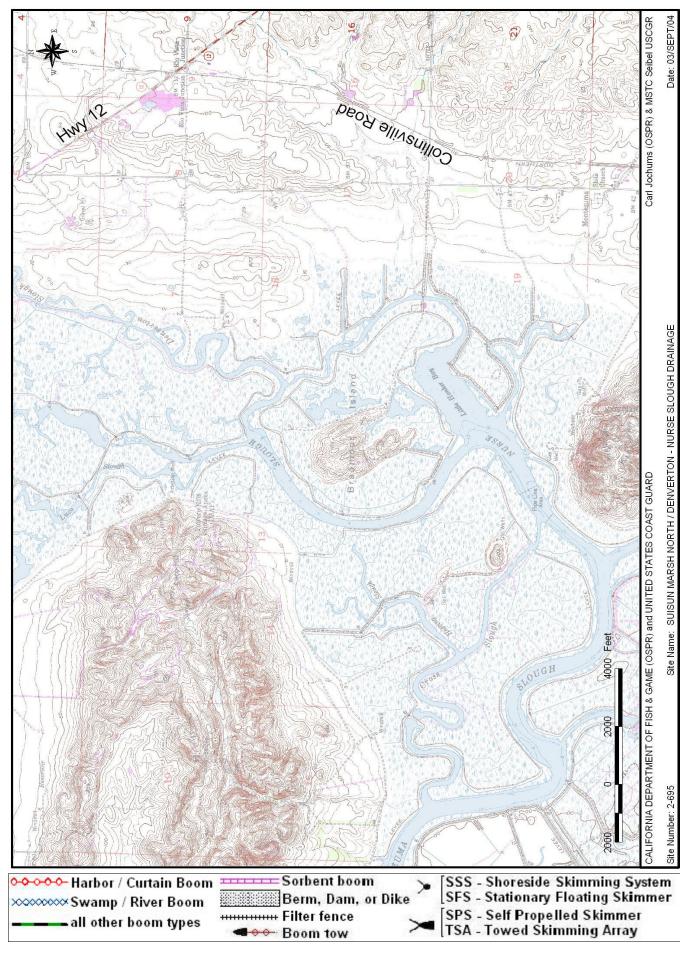
Launching, Loading, Docking and Services Available: There is a minimal boat ramp on Grizzly Island (parking lot 7) near Meins Landing. Otherwise, Suisun City marinas, Pittsburg, Martinez / Benicia and Pierce Harbor marinas.

### FACLITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Deploy from Suisun City, Martinez Marina, Benicia Marina or Pittsburg Marina. All the above may provide adequate support for field post, as may Grizzly Island Wildlife Refuge.

COMMUNICATIONS PROBLEMS: none known

ADDITIONAL OPERATIONAL COMMENTS:



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### 9846.2 Cultural and Other Resources at Risk

### 9846.21 Cultural Resources, Historic and Archeological Resources – see

Section 9802.1, Section 9840 for contact table, and individual Site Summaries

### 9846.22 Essential Fish Habitat – see Section 9802.2

**9846.23 Other Resources at Risk** - This section is reserved for specialized information regarding natural resources that occur in this particular geographic area; such as: seasonal migratory waterfowl and shorebird locations and densities; salmonid fish migration periods; or special considerations for eelgrass beds.

Large numbers of migratory waterfowl and shorebirds winter in the Bay and Delta and in GRA 6 in particular. According to Audubon Christmas bird count surveys it is not uncommon to have about 100,000 waterfowl rafting on Grizzly Bay. Similar concentrations are common on Honker Bay, and smaller clusters of 100's are common in Carquinez Strait, around Roe and Ryer Islands and elsewhere.

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### 9846.3 Economic Sites

Strictly economic resources are designated as the third priority for dedication of oil spill response resources, following human health and safety and environmental resources. The economic sites are ranked using a continuation of the environmental scale with D, E, and F categories. Economic resources that have a greater potential for long-term damages receive a higher rank or priority for emergency response.

The following criteria or definitions are used to categorize economic resources in terms of priority for response:

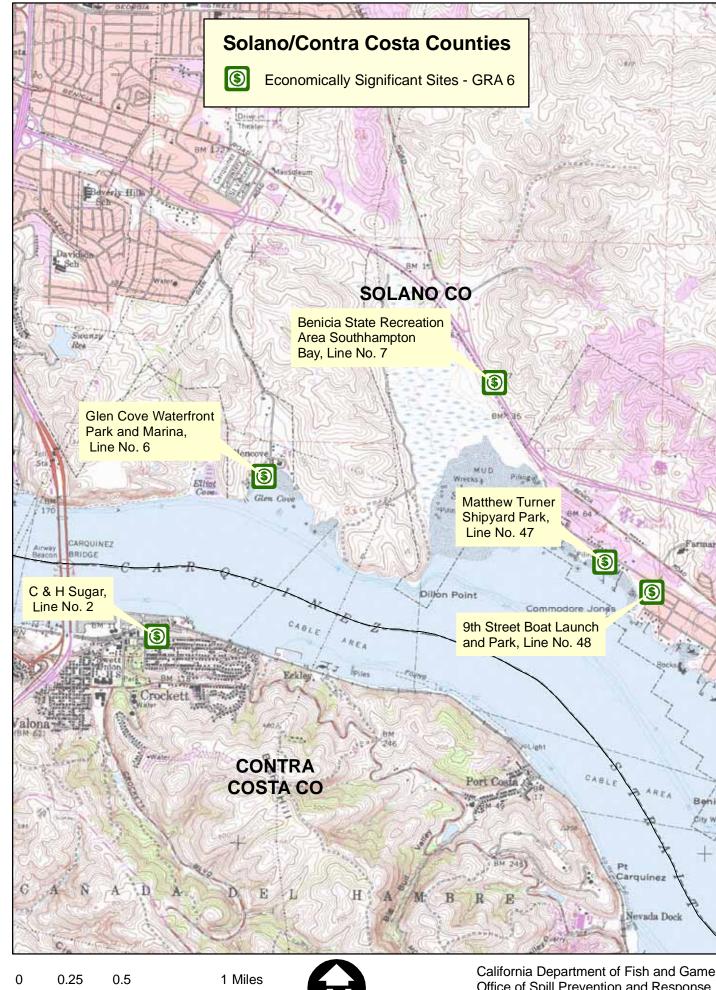
D = Economic activities and resources which require high water quality for their operations or existence. Resources that fall into this category would face severe, long-term economic impacts from a spill.

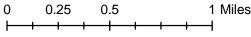
E = Facilities, businesses, or resources which directly use coastal or bay waters within their economic activity and which are at risk of oiling from a spill in marine waters. There sources falling into this category would face significant disruption of their activity, but shorter term potential damages from oiling that resources "D" category.

F = This category contains marine associated facilities, businesses and resources. These resources would face economic impacts from a marine spill, but do not depend directly on marine water for their economic base. Resources in this category will tend to face less severe damages than those identified in categories D or E.

In the following section, economic sites found within the GRA are listed in table format, which contain information such as latitude, longitude, economic sensitivity, etc. Following the table are diagrams denoting the location of an economically sensitive site(s). Diagrams are organized alphabetically by county, then numerically by map and site number.

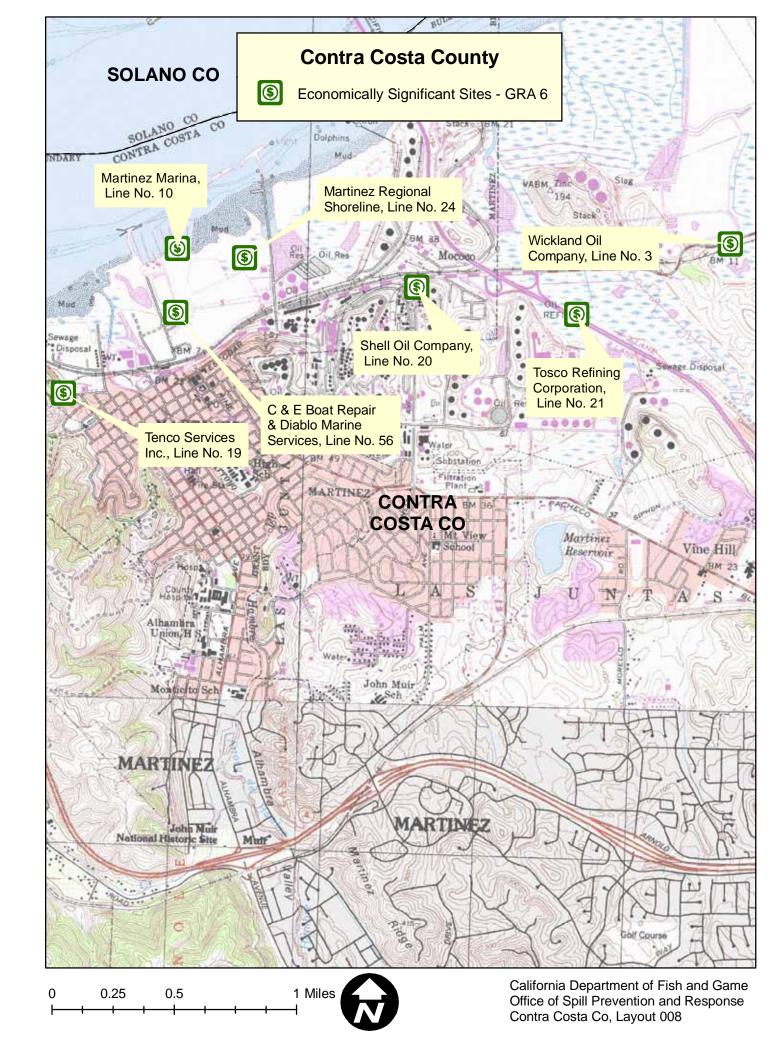
			Economi	Economic Sites in GRA 6	GRA 6			
Line No.	County	Site Name	Site Description	Latitude	Longitude	Economic Sensitivity	Site Function	Site Address
2	Contra Costa	C & H Sugar	•	38.06	-122.22		Sugar/Molasses Products	830 Loring Avenue, Crockett
3	Contra Costa	Wickland Oil Company	Martinez Terminal	38.03	-122.09	Е	Petroleum Product	2801 Waterfront Road, Martinez
4	Contra Costa	McAvoy Yacht Harbor		38.04	-121.96	В	Small Craft Harbor	1001 McAvoy Road, Pittsburg
2	Contra Costa	Harris Yacht Harbor	Honker Bay	38.04	-121.96	Е	Small Craft Harbor	100 Trojan Road, Pittsburg
9	Contra Costa	Tosco Refining Corporation	Amorco Wharf-Avon Refinery	38.02	-122.11	Ш	Petroleum Product	
10	Contra Costa	Martinez Marina		38.03	-122.14	Е	Small Craft Harbor	7 N. Court Street, Martinez
16	Contra Costa	Martinez Regional Shoreline	c/o East Bay Regional Park District	38.03	-122.13	D	Park/Recreation Area	2950 Peralta Oaks Ct. Oakland
,		- - (		0		ı	Petroleum Product Defense Fuel	700 Carquinez Scenic Drive,
19	Contra Costa	Tenco Services Inc.		38.02	-122.14	ш	Supply Center	Martinez
20	Contra Costa	Shell Oil Company		38.02	-122.12	Ш	Petroleum Product	1800 Marina Vista Drive, Martinez
9	Solano	Glen Cove Waterfront Park and Marina	Carquinez Strait off S. Regatta Drive	38.07	-122.21	ш	Boat Launching and Mooring Facilities	
١	Cacleo	Benicia State Recreation Area	700 your of Live, 700	20 00	100 10	c	Coastal Access Property with Public	
- œ	Solano	Morrow Island Distribution System	Dept of Water Resources	38.12	-122.09	υш	Flood Control Gates	
)			Dept of Water Resources, East of			1		
6	Solano	Goodyear Slough Outfall	Vista Point	38.07	-122.12	ш	Flood Control Gates	
11	Solano	Suisun City Boat Launching Ramp	Suisun Slough off Kellog Street	38.24	-122.04	Ш	Public Boat Ramp with Minimal Parking	
12	Solano	Solano Yacht Club	Suisun Slough at End of Cedar Street	38.24	-122.04	Е	Boat Launching, Mooring Facilities	
13	Solano	Port Suisun	Suisun Slough off Solano Street	38.24	-122.04	В	Port	
14	Solano	Joice Island Unit	Grizzly Island Road	38.16	-122.05	O	State Wildlife Area	
ŗ	C	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0.7	200	c	State Wildlife Area; intake structures	
0	Solario	GIIZZIY Island Wildine Alea	GIIZZIY Island Road	30.10	-121.9/	ם	along the major water bodies	
4	odelog	Fairfield/Sulsun Wastewater Treatment Plant	Discharge Boynton Slough East of Chadhourne Road	38 20	-122.07	ц	Treated Water Discharge Point with 28" Pine	
2	Colario	וופמוופוור ומוור	Cladbodile	20.50	-122.01	J	90 - 02	
7	C C C C	Dooring Divor Cloudy Dietribution System	Simmons Wheeler, and Van Sickle Islands,	28	121 05	Ц	oteo, lostero Decol	
-	Solatio	Noaling Niver Stough Distribution System	Dept of Water Resources	30.10	C6.121-	ш	FIDOU COLLINI GALE	
			Confiluence of Koaring Kiver & Montezuma Slough, Dept of Water					
18	Solano	Suisun Marsh Salinity Control Gates	Resources	38.09	-121.89	Ш	Salinity and Flood Control Gate	
22	Solano	Suisun Resource Conservation District	Grizzly Island Road (check location)	38.15	-121.98	٥	Water intakes within Suisun Marsh for Duck Ponds	
23	Solano	Benicia Yacht Club	Carquinez Strait	38.05	-122.16	ш	Small Craft Harbor	400 East Second Street, Benicia 94510
25	Solano	Suisun City Marina	Suisun Slough	38.24	-122.04	ш	Small Craft Harbor	800 Kellogg Street, Suisun City 94585
47	Solano	Matthew Turner Shipyard Park	12th Street, Benicia	38.06	-122.18	Н	Public Park Providing Coastal Access	
48	Solano	9th Street Boat Launch and Park	9th Street, Benicia	38.06	-122.17	ш	Public Park with Small Boat Ramp, Parking and Public, Benicia	
C	O C C C C C C C C C C C C C C C C C C C	Benicis Fishing Dier	Osraninaz Strait and 1ct Straat	28 07	-100 16	ц	Fishing Access approximately	
5.7	Solano	Benicia Marina	Carduinez Strait off B Street	38.04	-122.16	л пт	Boating Launching and Mooring Facilities	
CY	Orașio	Benicia Wastewater Treatment	Fact of E 5th Street	38.04	-10015	ц	Treated Water Discharge Point with	
53	Solano	Benicia Port Terminal Company	Cardinez Strait off Bayshore Road	38.04	-122.13	ιш	Port Terminal	
24	Solano	Benicia Industries Pier 95	Carquinez Strait End of Oak Road	38.05	-122.13	ш	Industrial Pier for Cargo Transfer	
55	Solano	Exxon Benicia Refinery Dock	Carquinez Strait West of Benicia-Martinez Bridge	38.05	-122.13	ш	Finished Product Feedstock Loading	

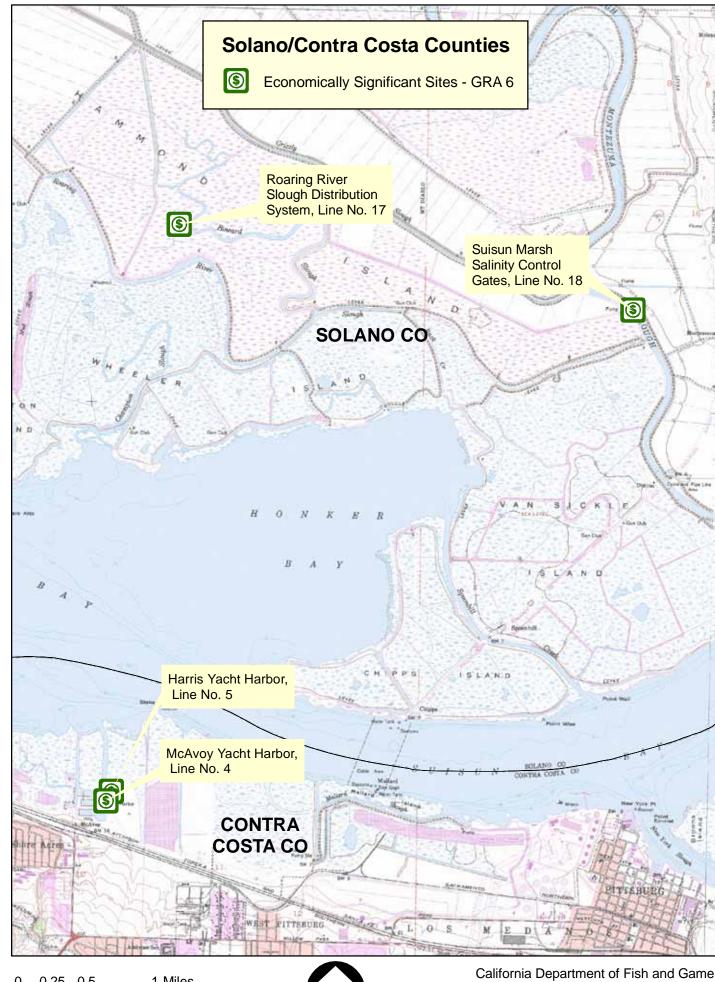


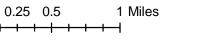




Office of Spill Prevention and Response Solano/Contra Costa Co, Layout 006

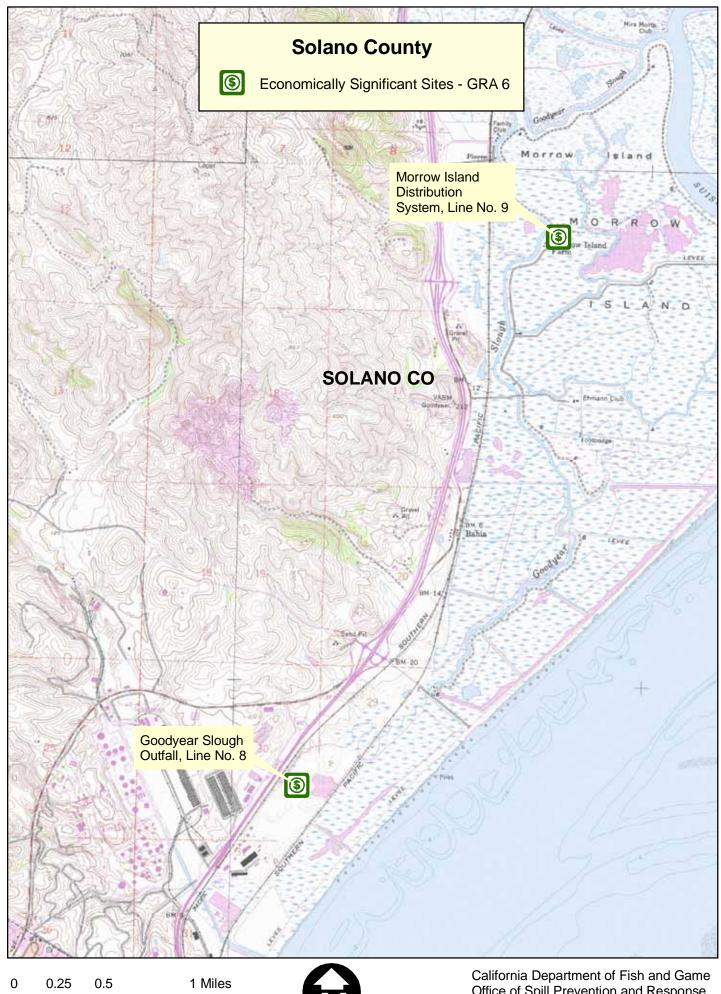




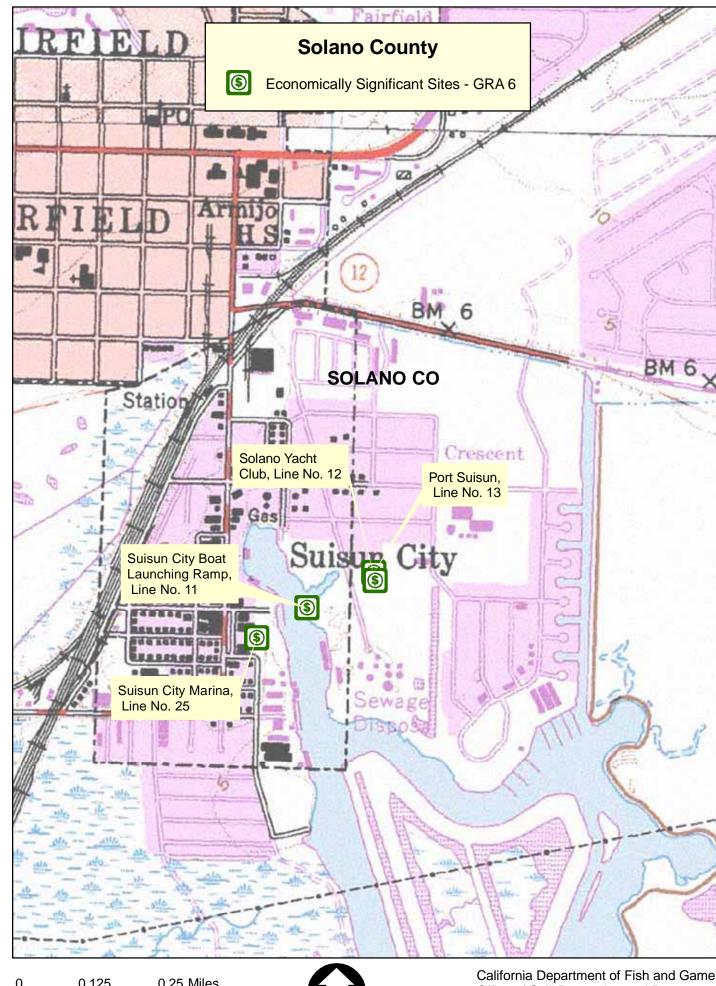


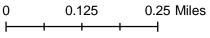


California Department of Fish and Game Office of Spill Prevention and Response Solano/Contra Costa Co, Layout 004



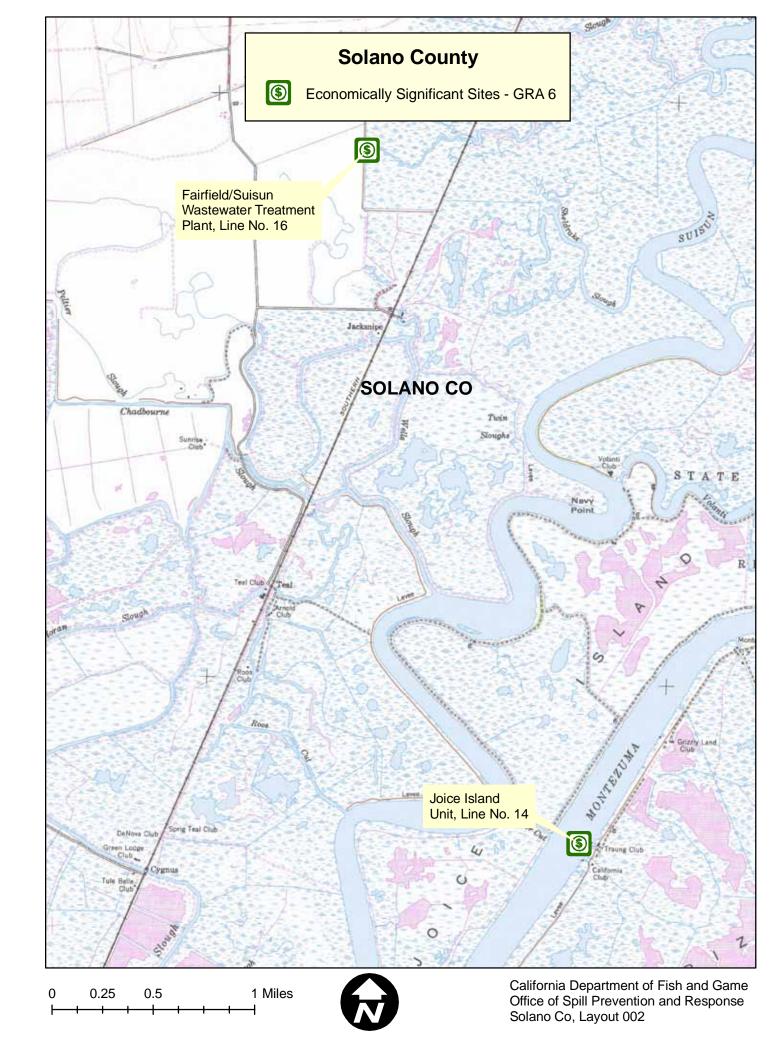


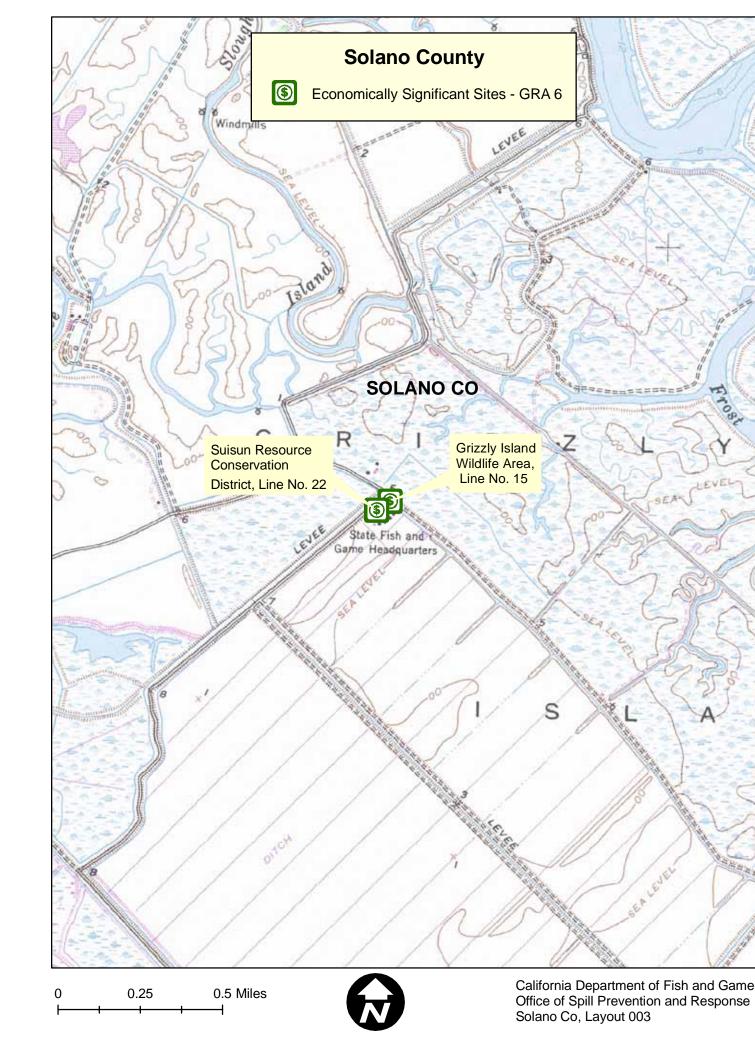


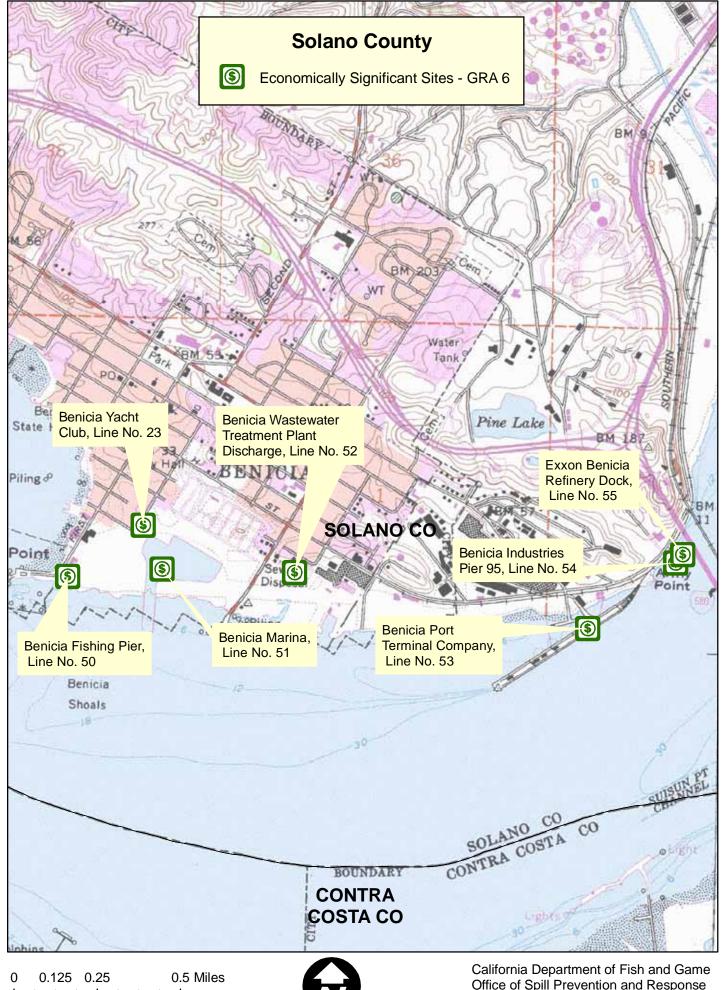




California Department of Fish and Game Office of Spill Prevention and Response Solano Co, Layout 001









Office of Spill Prevention and Response Solano Co, Layout 007

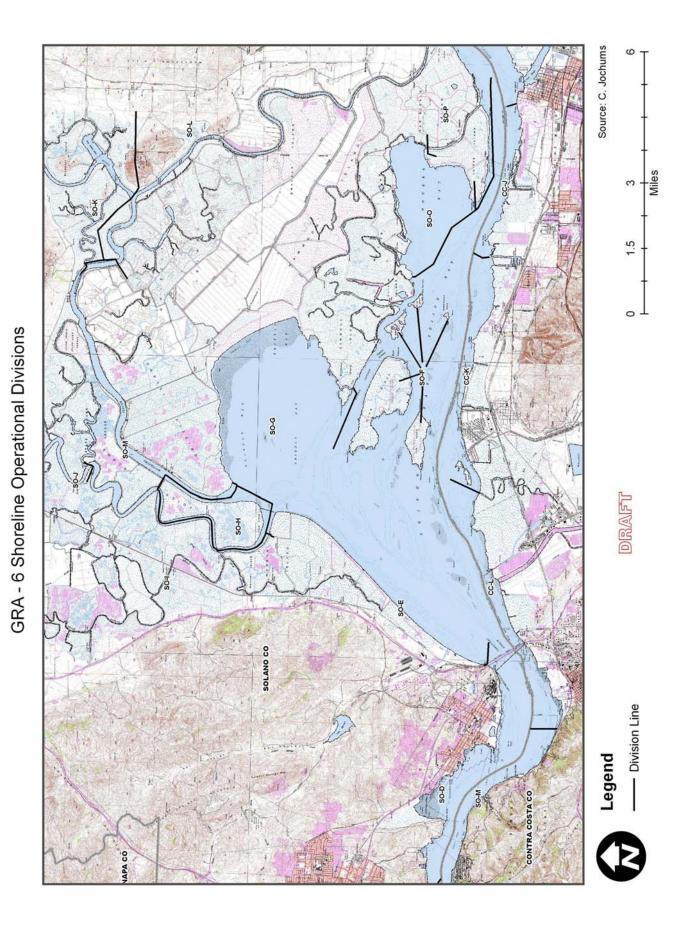
### 9846.4 Shoreline Operational Divisions

Shoreline Operational Divisions are presented in the ACP as front-loaded information to assist in rapid response planning to provide for quickly organized operational objectives and assignments along affected shorelines. The operational divisions have been developed in conjunction with the US Coast Guard, California Fish and Game OSPR, and various Oil Spill Response Organizations. Experience has demonstrated that in the earliest stages of spill response having organizational issues such as this prepared in advance is very useful to the response team.

The shoreline operational divisions are organized and named according to County boundaries. Within county domains, divisions are boundaries are guided by logical geo-political features such as coastal physical characteristics and land ownership/management issues, shoreline cleanup logistical considerations, and manageable sized coastline segments (generally not longer than about ten miles although some variation occurs.) Logistics, access, and manageability were driving considerations in this effort, particularly as it relates to types of cleanup operations required and problems likely to be present.

In ACP areas having more than one county, Shoreline Operational Divisions will utilize county codes followed by a single alpha character (A to Z). Shoreline operational divisions are labeled from north to south in each county. For example, the north-most operational division in Los Angles County is "LA-A." In large bays (i.e. San Diego), the labeling will progress in a clockwise direction to accommodate changing coastline angles. Divisions can be easily subdivided (as necessary) by the Operations Section management to provide for appropriate work assignment effort.

Double digit alpha characters (AA to ZZ) will be used for all offshore operational areas and any other special operational areas needed during response.



### 9846.5 Shoreline Access

Detailed shoreline access information is provided in this section to aid Planning and Operations Section managers in rapid placement of field response personnel and equipment on coastal beaches during the emergency phase of spill response. Coastal access points were examined, mapped and photographed at virtually every location along the respective ACP coastline where personnel and equipment can gain access to specific coastal segments. Used in conjunction with Environmentally Sensitive Sites and Operational Divisions, shoreline access information enables responders to be directed to the most convenient or appropriate coastal access point for their response effort. Knowing which access point to use and the nature of any access limitation will reduce time delays in finding these locations and eliminate uncertainties about the type of equipment that can gain access. Information provided in this section includes:

- a) descriptive information about the respective operational division with boundaries defined by landmark features and latitude/longitude (GPS), and a general description of recognized cultural resource issues, sensitive sites within divisions; and
- b) access point specific *Thomas Bros Maps*® page and coordinates, written directions from major streets and roads, a general site description, photographs of entry points and associated shoreline, land ownership matters, and occurrence of Sensitive Sites. Descriptions may also include the length of accessed coastal segment and limitations of access where physical constraints may be a factor.

The access point identification label is a seven character alpha-numeric code describing (in order) the County (2-alpha characters) and Operational Division (1-alpha character) where the access point is located, along with a four digit number that relates to its relative physical location in the operational division. Thus, in each operational division the unit digit component will increase from north to south as access points are encountered that provide access to a discrete (partial) coastal segment of the operational division (i.e. 1110, 1115, 1120, etc.). The access point alpha-numeric code will be followed by a name the site is commonly known by (i.e. Nicholas Canyon County Beach).

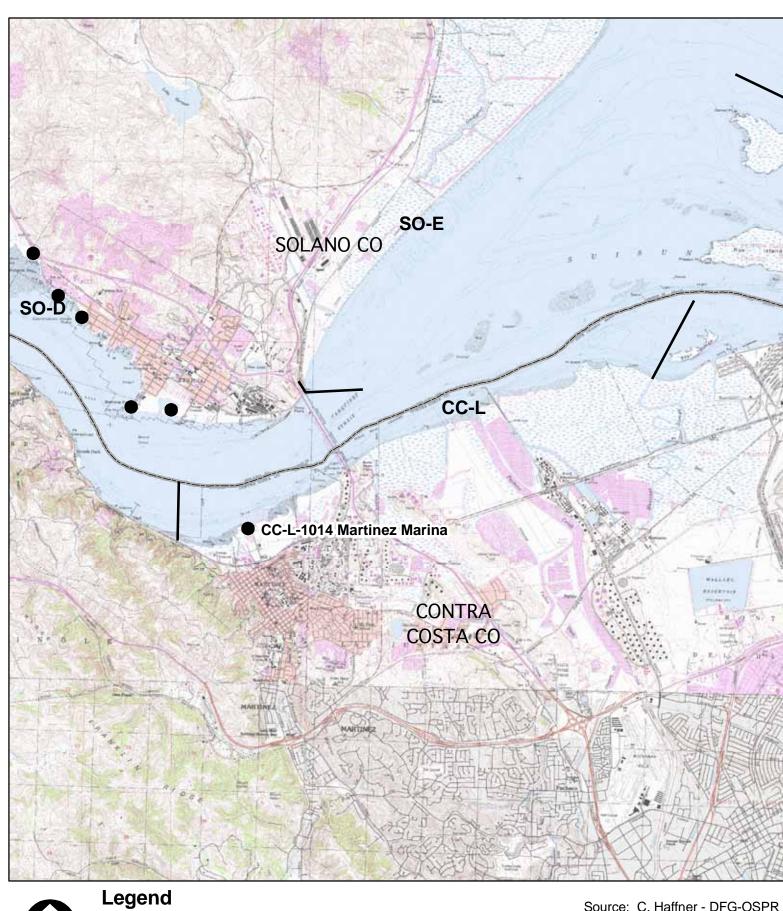
Access points are labeled from north to south within an operational division. Where segments occur within an operational division they are designated by the thousands digit of the code (i.e. 1000, 2000, 3000, etc.). An access point within a segment is identified by the tenths digit (i.e. 1010, 1020, and 1030), in this example segment one has three access points. Or, there can be multiple isolated shorelines (segments) each with only one access point (i.e. 1010, 2010, 3010, etc).

In contrast, an operational division with clear, unimpeded access for its entire length may have several access points identified by the hundreds digit (i.e.1100, 1200, 1300, 1400). In this example the operational division (1000 – which can be thought of as one large segment) is accessible from four access points with no physical barriers preventing movement along its entire length. Responders can enter at any access point, and exit again at any other (providing the pathway will accommodate the equipment). In any given operational division shoreline ownership/management may change. The unit digit of the four digit code reflects that condition (i.e. 1108, 4016, 3011, etc). Higher numbers indicate more difficult access issues. Military lands are identified by the number 9,

Federal lands such as National Parks, National Monuments, National Wildlife Refuges, etc. are identified by the number 8, Tribal lands are identified with the number 7, State Lands such as State Parks, State Beaches, etc. are identified by the number 6, and County lands are identified by the number 5. Properties of cities are labeled with 4. The number 1 identifies private property, while 0 indicates that the ownership is not known. The numbers 3 and 2 are currently not assigned.

(Shoreline access pages that follow, pp 9846.5 -3 to 30, are not included in printed copies but are available on web files and other digital copies. These pages have detailed directions for shoreline access including photos but are too voluminous to include in printed copies.)

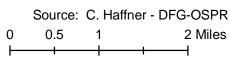
# Contra Costa County, Division L - Access Names





Access Names

**Division Lines** 



### Operational Divisions and Access Points in GRA 6

CC Division L County Contra Costa

### **Division Boundaries**

North Hastings Slough Latitude: N 38.05128 Longitude: W 122.05593

South Martinez City Boundary Latitude: N 38.02435 Longitude: W 122.15633

### **Division Description**

The division is an ~5 mile stretch of shoreline that runs from Hastings Slough to the western edge of the Martinez Marsh along the southern shoreline of Suisun Bay and the Carquinez Strait. Access by land is limited. Shoreline is comprimesed primarily tidal wetland vegetation (i.e. cattails and tules). Wharfs of several oil companies (i.e. Shell, Tesoro, Tosco, etc.) line the shoreline in this division.

### **Cultural Information**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison (916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College (707) 664-0880) for specific information on historic or cultural resources in this area.

Sensitive Sites Within Division: 2-601-A Martinez Marsh

2-603-ABulls Heads Marsh and Pacheco Creek2-605-AHastings Slough and Pt. Edith Marshes

Individual Access Points in: CC Division L

Access Point: CC - L - 1014 Martinez Marina

Thomas Guide Page: 247 Grid: C4 City: Martinez

GPS Coordinates: N 38.02514 W 122.13884 USGS Quad: Benicia

### Directions:

From Highway 680 take Marina Vista exit. Take Marina Vista and procees west. In Martinez take a right on Ferry St. and proceed to the marina.

### Site Description:

Martinez Marsh located west of parking area. Marsh shoreline is comprised tall emergent vegetation (i.e. cattails, tules, etc.). Shoreline from the marsh to the pier is lined with rip-rap. Site includes Martinez Marina and its associated boat launch.

Sensitive Sites: 2-601-A



CC-L-1014 Martinez Marina. Looking west along the Martinez Marsh shoreline.



CC-L-1014 Martinez Marina. Looking west from marina.

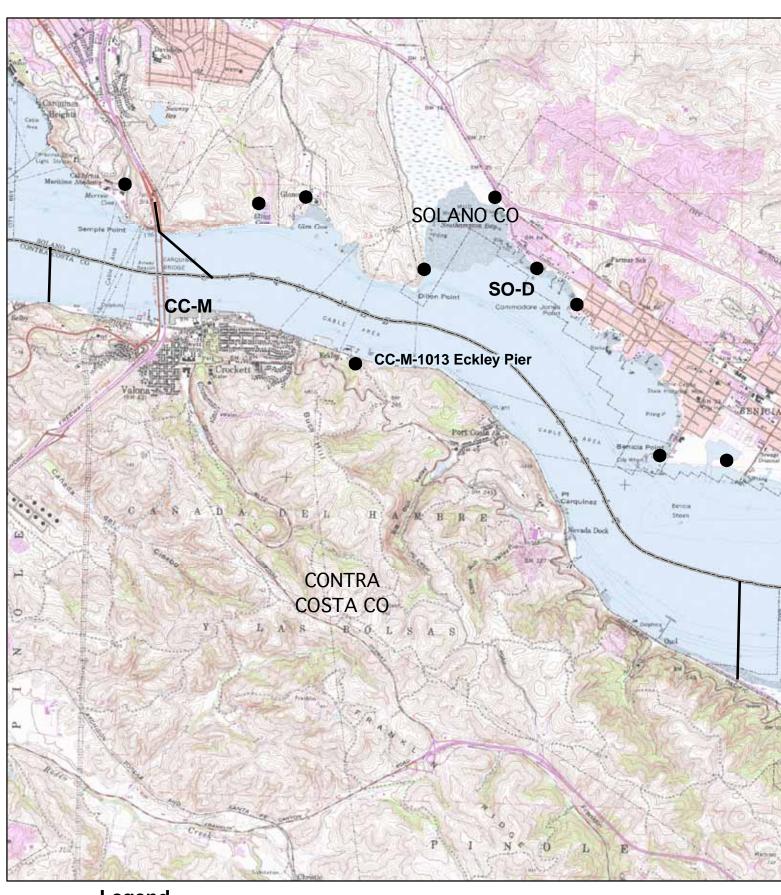


CC-L-1014 Martinez Marina. Looking east towards marina.



CC-L-1014 Martinez Marina. Parking area.

# Contra Costa County, Division M - Access Names

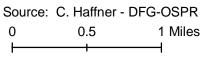




Legend

Access Names

— Division Lines



### Operational Divisions and Access Points in GRA 6

CC Division M County Contra Costa

### **Division Boundaries**

North Carquinez Bridge Latitude: N 38.05622 Longitude: W 122.22481

South Martinez City Boundary Latitude: N 38.02435 Longitude: W 122.15633

### **Division Description**

The division falls within the Carquinez Regional Shoreline. Much of the shoreline in this division is comprised of rip-rap. Small pocket beaches can be found along shoreline aswell. Access to shoreline is from Carquinez Scenic Drive. Strech of that road though is closed between Port Costa and just west of Martinez Regional Shoreline.

### **Cultural Information**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison (916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College (707) 664-0880) for specific information on historic or cultural resources in this area.

### **Sensitive Sites Within Division:**

Individual Access Points in: CC Division M

Access Point: CC - M - 1013 Eckley Pier

Thomas Guide Page: 247 Grid: B3 City: Crockett

GPS Coordinates: N 38.05273 W 122.20123 USGS Quad: Benicia

### Directions:

From Hwy 80 take Cummings Skyway exit. Proceed east along Cumming Skyway take left on Crockett Blvd. Right on Pomona St. Ponoma veers into Carquinez Scenic Dr. Take left to Eckley Pier Park.

### Site Description:

Part of Carquinez Regional Shoreline. Shoreline is lined with rip-rap and brick and small pocket areas with gravel substrate. Area is a public park with a large fishing pier. Pilings are abundant along shore due historic industrial use. HAZARD: Railroad tracks run parrallel shoreline. Caution should be used. Port Costa (east along Carquinez Scenic Dr.) can also be used to access shoreline and park vehicles.

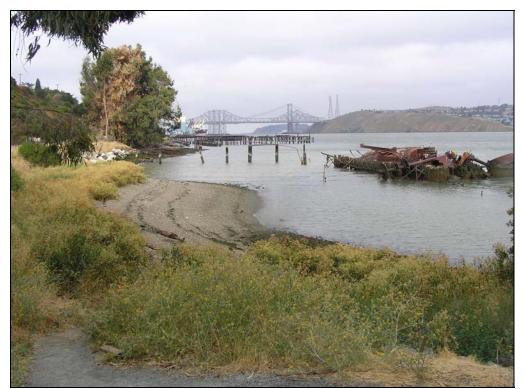
### Sensitive Sites:



CC-M-1016 Eckley Pier. Looking east.



CC-M-1016 Eckley Pier. Looking west.

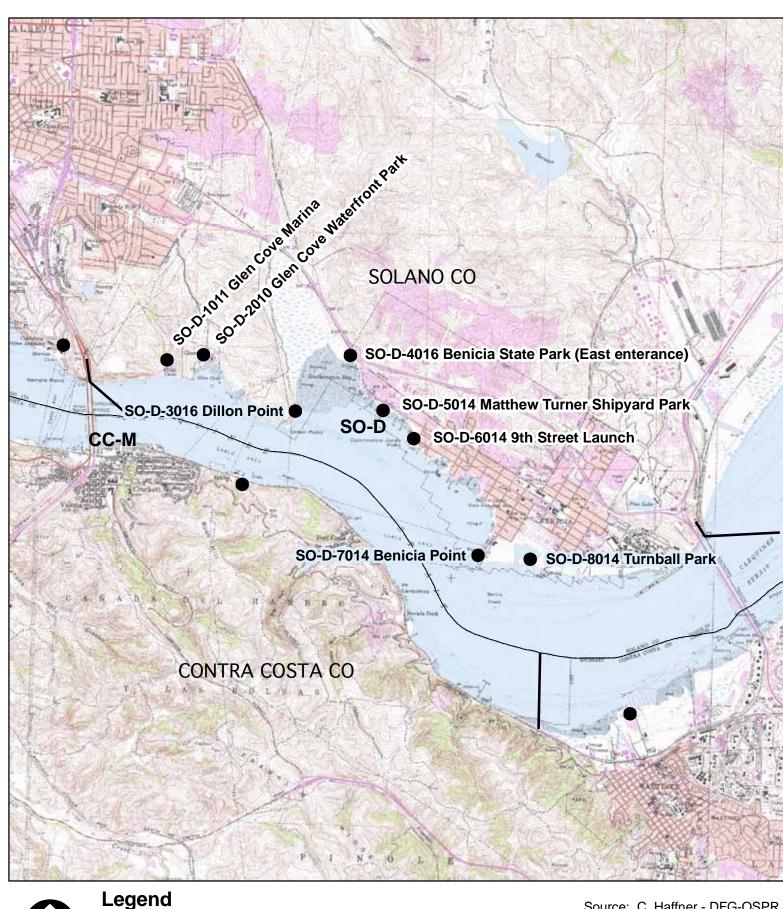


CC-M-1016 Eckley Pier. Looking west. Picture is taken from fishing pier.



CC-M-1016 Eckley Pier. Parking area.

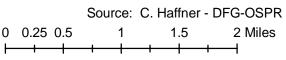
# Solano County, Division D - Access Names





# Access Names

—— Division Lines



### Operational Divisions and Access Points in GRA 6

SO Division D County Solano

### **Division Boundaries**

North Carquinez Bridge Latitude: N 38.06492 Longitude: W 122.22592

South Benicia Bridge Latitude: N 38.04659 Longitude: W 122.12793

### **Division Description**

This division extends along the Carquinez Strait from the Carquinez Bridge to the Benicia Bridge. Shoreline in the western portion of the division (from the Carquinez Bridge to Dillon Point) is generally lined by rip-rap and backed by steep cliffs. Shoreline moving east is highly variable, most of which is accessible through the city of Benicia.

### **Cultural Information**

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison (916) 653-9125), and the Northwest Information Center, (Leigh Jordan, Sonoma State College (707) 664-0880) for specific information on historic or cultural resources in this area.

**Sensitive Sites Within Division:** <u>2-651-A</u> Southampton Bay

2-652-A Benicia Marsh

Individual Access Points in: SO Division D

Access Point: SO - D - 1011 Glen Cove Marina

Thomas Guide Page: 247 Grid: B3 City: Vallejo

GPS Coordinates: N 38.06807 W 122.21362 USGS Quad: Benicia

### Directions:

From Highway 780 take Glen Cove Parkway exit. Left on Glen Cove Marina Rd.

### Site Description:

Shoreline backed by steep cliffs, lined with rip-rap and sparse vegetation and small pocket beaches. Small pocket beaches have sediment ranging from gravel to boulders. ~30 parking spaces with marine facilities on-site.

Sensitive Sites:

Access Point: SO - D - 2010 Glen Cove Waterfront Park

Thomas Guide Page: 247 Grid: B3 City: Vallejo

GPS Coordinates: N 38.06881 W 122.20783 USGS Quad: Benicia

### Directions:

From Highway 780 take Glen Cove Parkway exit. Left on South Regatta. Right on Whitesides Drive. Access is at the terminal end of Whitesides Dr.

### Site Description:

Small pocket beach (~75m in length) consisting of coarse-grained sand and large cobbles. Access to pocket beach is down a short staircase. A driveable path extends from the street to the staircase.

### Sensitive Sites:

## Operational Divisions and Access Points in GRA 6

Access Point: SO - D - 3016 Dillon Point

Thomas Guide Page: 247 Grid: B3 City: Benicia

GPS Coordinates: N 38.06205 W 122.19305 USGS Quad: Benicia

Directions:

From Highway 780 take Columbus Parkway exit. Proceed over overpass toward Benicia State Park recreation area.

Site Description:

Site is located along the westside of Southampton Bay. Shoreline is lined with rip-rap and boulders. Adjacent pocket beach is made up of coarse-grained sand and cobbles. ~35 parking spaces on-site.

Sensitive Sites: 2-651-A

Access Point: SO - D - 4016 Benicia State Park (East enterance)

Thomas Guide Page: 247 Grid: B3 City: Benicia

GPS Coordinates: N 38.06918 W 122.18453 USGS Quad: Benicia

Directions:

From Highway 780 take Military West exit. From off ramp make a right turn into the park.

Site Description:

Shoreline lined with cattails/tules. Shoreline access is limited. ~30 parking spaces on site.

Sensitive Sites: 2-651-A

Access Point: SO - D - 5014 Matthew Turner Shipyard Park

Thomas Guide Page: 247 Grid: B3 City: Benicia

GPS Coordinates: N 38.0624 W 122.17917 USGS Quad: Benicia

Directions:

From Highway 780 take Military West exit. Take a slight right onto K Street. Take a right on West 12 Street.

Site Description:

Shoreline characterized by bedrock and coarse sand lined with vegetation (i.e. saltgrass, baltic rush, tules).

Sensitive Sites:

## Operational Divisions and Access Points in GRA 6

Access Point: SO - D - 6014 9th Street Launch

Thomas Guide Page: 247 Grid: B3 City: Benicia

GPS Coordinates: N 38.05896 W 122.17417 USGS Quad: Benicia

Directions:

From Highway 780 take Military West exit. Take a slight right onto K Street. Right on 9th Street.

Site Description:

Shoreline is characterized by medium to coarse-grain sand backed by steep vegetated cliffs. Adjacent shoreline is made up of sandstone bedrock backed by boulders and rip-rap. Shoreline east of the boat ramp is lined by rip-rap which is backed by iceplant.

Sensitive Sites:

Access Point: SO - D - 7014 Benicia Point

Thomas Guide Page: 247 Grid: C3 City: Benicia

GPS Coordinates: N 38.04451 W 122.16352 USGS Quad: Benicia

Directions:

From Highway 780 take East 2nd Street exit. Right on Military West. Left on 1st Street. Proceed to the end.

Site Description:

Shoreline lined by rip-rap up and around Benicia Point. Wetland vegetation lines shoreline east of Benicia Point. Large parking area ~40 spaces.

Sensitive Sites: 2-652-A

Access Point: SO - D - 8014 Turnball Park

Thomas Guide Page: 247 Grid: C3 City: Benicia

GPS Coordinates: N 38.04418 W 122.15526 USGS Quad: Benicia

Directions:

From Highway 780 take East 2nd Street exit. Left on Military West. Right on 5th Street. Proceed to the end.

Site Description:

Site is adjacent to Benicia Marina. Shoreline is characterized by tidal wetland vegetation (i.e. tules, cattails, pickleweed, saltgrass, etc.). Large parking area on site.

Sensitive Sites: 2-652-A



SO-D-1011 Glen Cove Marina. Looking east.



SO-D-1011 Glen Cove Marina. Looking west.



SO-D-1011 Glen Cove Marina. Parking area.



SO-D-2010 Glen Cove Waterfront Park. Looking east.



SO-D-2010 Glen Cove Waterfront Park. Looking west.



SO-D-2010 Glen Cove Waterfront Park. Path to access shoreline.



SO-D-2010 Glen Cove Waterfront Park. Parking area.



SO-D-3016 Dillon Point. Looking west.





SO-D-3016 Dillon Point. Path to shoreline.



SO-D-3016 Dillon Point. Parking area.



SO-D-4016 Benicia State Park. View of shoreline.



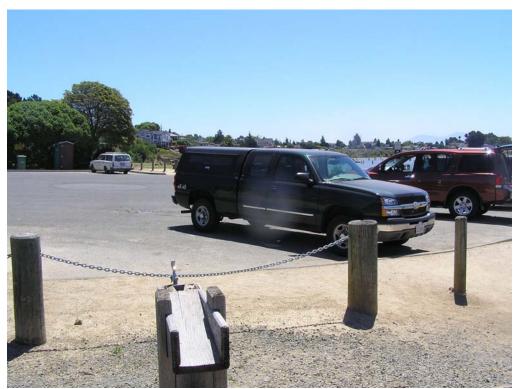
SO-D-4016 Benicia State Park. Parking area.



SO-D-5014 Matthew Turner Shipyard Park. Looking east.



SO-D-5014 Matthew Turner Shipyard Park. Looking west.



SO-D-5014 Matthew Turner Shipyard Park. Parking area.



SO-D-6014 9th Street Launch. Looking west.



SO-D-6014 9<sup>th</sup> Street Launch. Looking east towards boat launch.



SO-D-6014 9<sup>th</sup> Street Launch. Looking east of boat launch.



SO-D-6014 9<sup>th</sup> Street Launch. Parking area.



SO-D-7014 Benicia Point. Western shoreline.



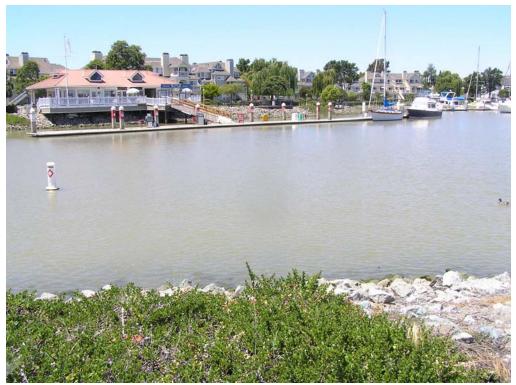
SO-D-7014 Benicia Point. Eastern shoreline.



SO-D-7014 Benicia Point. Parking area.



SO-D-8014 Turnball Park. Eastern shoreline.



SO-D-8014 Turnball Park. View west, across Benicia Marina.



SO-D-8014 Turnball Park. Parking area.

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